Daily British Colonist.

SEVENTEENTH YEAR. | VICTORIA, BRITISH COLUMBIA, FRIDAY MORNING, NOVEMBER 12, 1875. | VOL. XXXIV NO. 117

The British Colonist.

PUBLISHED EVERY DAY, MONDAY EXCEPTED.

DAVID W. HIGGINS, Proprietor.

COLONIST BUILDING—Government Street, 1st Door North of the New Post Office Building.

TERMS—INVARIABLY IN ADVANCE.

THE DAILY BRITISH COLONIST—Per Year, (subject to Postage)..... $10.
Parts of a Year at the same Rate.
Per Week (if delivered)..... 25 Cents.

THE WEEKLY BRITISH COLONIST—Per Year (Postage paid to any part of the Province).....$5.
Parts of a Year at the same Rate.

Issued every Tuesday morning in time for the Mails.

Railway Progress in Great Britain.

[Toronto Globe.]

By way, possibly, of presenting an effective contrast to its readers, the "Railway News" in a recent number contains a full and very interesting account of the Railway Jubilee at Darlington, to celebrate the opening of the first English railway, and in the same issue a very elaborate table, showing the enormous and beneficial interests represented by the British railway system at the present day. Nothing could show more effectually, on the one hand, the wonderful growth and progress of the country, or on the other the results of the energy and skill that have kept pace with that growth and progress. Fifty years ago the possibility of working railways profitably by steam power was still a problem to be solved. To-day the capital invested in British railways amounts to over six hundred millions of pounds sterling, soon to be increased by the completion of new undertakings to a sum equal to the national debt of Great Britain. But there is this difference between the capital or debt of the railway and the national indebtedness. The former has been invested, with few exceptions, productively; the latter has been absorbed in a manner far worse than unproductive. The national debt takes its interest out of the pockets of the people without return; the railway capitalized scheme earns its interest and dividends, giving full value for every shilling it receives. The railway system absorbs and employs a vast amount of wealth, but on the other hand it creates and distributes a vast amount of wealth. No other branch of industry has ever afforded employment for capital so profitable as they.

The British Railways have paid an average of 4 per cent. on the capital invested, and this, too, it must be recollected, in the face of all the difficulties, inexperience, and obstacles that piled up the original cost of a large portion of the lines. The fabulous prices of real estate in the neighborhood of large towns and cities have vastly swollen construction accounts. Juries have, almost uniformly, in assessing the value of land, borne very hardly on the Companies. For alleged injuries to property that have, in the end, turned out to be incalculable advantages, the Railways have been often mulcted in heavy amounts. The line from Charing Cross to Cannon-street, London, cost one million sterling per mile; and it is said that a short city extension of the Chatham and Dover Railway cost a sum that would have been equal to the expense of paving the road with sovereigns. Then, too, the legal and parliamentary expenses have been most extravagant. Last year they amounted to £315,000, and in the last fifty years the fees paid to Parliament alone by railway promoters have amounted to £50,000,000. A large percentage—some £50,000,000—of capital pays no dividend, £6,500,000 pays not more than one per cent., more than £17,000,000 pays only two per cent.; yet the railways as a whole make a better return than investments in consols. Many of the principal lines have experienced heavy fluctuations in prosperity, but their recuperative powers are shown by the fact that the stocks issued at a heavy discount to relieve them from embarrassment are now largely above the price of issue, many being at a premium.

Those who have a taste for statistics may be interested in having the exact figures showing the present position of, and business done by, the railways in the United Kingdom. The authorized capital amounts to £704,338,000; the capital paid up, to £609,895,000; the cost per mile thus averaged £37,078, the number of miles open being 16,449; the number of train miles run, including, both goods and passenger trains, 200,484,000. The rolling stock is represented by 11,935 locomotives, 5,441 passengers carriages, 9,689 luggage vans, 338,835 waggons, and 5,937 other classes of movable plant. The passenger traffic is represented by the conveyance of 39,274,000 first-class, 72,262,000 second-class, and 366,302,000 third-class passengers, making a total, irrespective of season tickets, of 477,840,000 passengers. The total receipts from passenger trains are £24,893,000; from minerals, merchandize, and live stock, £32,005,000; the receipts from all sources being £59,256,000. The total working expenses are £32,613,000, leaving a sum of £26,643,000 as net receipts. The working charges are equal to 55.04 per cent. on the gross revenue. The railways pay, in rates and taxes, irrespective of income tax, £1,186,000; for income tax, £300,000; Government duty, £600,000; and in wages no less than £33,000,000. The mind, in fact, can hardly grasp the gigantic details of an industry, the product of a brief half century.

Resurected Paris.

A Paris correspondent of the Boston "Journal" says: I have been most impressed for these few days with the French facility for mending. It is wonderful. It so chanced that in the year 1871 I passed a few hours in Paris, returning home from a hurried trip to Switzerland. It was just after the city had been delivered from the desolating soverei gnty of the Commune. The saddest of sad sights was Paris then. On every side were evidences of the destruction which Frenchmen had dealt out to their own chief tcity, he Tuilleries were a ghastly and almost still smoking ruin.

The Hotel de Ville, which had been perhaps the most sumptuous building in the world, was scattered and smashed into distorted heaps of blackened arches. The proud column of Vendome, wreathed about with the long record of the victories of the First Napoleon, was broken into indistinguishable bits, its pedestal alone remaining. Many other public buildings stood with staring windows and halls despoiled by fire and blackened walls. Private houses in every street were swaying and tottering in various wreck. The fronts oi those still standing were pitted from top to bottom with the scars of shells and bullets. The magnificent statues in the gardens of the Tuilleries, in the wonderful Place de la Concorde, and in the public parks were here headless, there armless, yonder legless. At the city gates, where the fighting had been most severe, the scene of confusion was indescribable. There was not a church which did not bear in broken windows and shattered columns and pealed and fractured walls the traces of the terrific fratricidal conflict, The ruin which the Prussians spared Paris out of pity for it and out of reverence for its huge treasures of architecture and art Frenchmen themselves had set rioting through all its pleasant places. No description can do justice to the immense destruction which French vandalism and French fury had wrought in their own beautiful capital. But what was Paris then you would scarcely recognize as Paris now. I have been astonished beyond measure at the change. There is scarcely a trace of the ruin which had captured almost the entire city. True, the Hotel de Ville has not yet completely risen from its ashes, but it is rising. Certainly, you can see the remnants of the storm which smote the Tuilleries, but these blackened footprints are being rapidly effaced. The Column Vendome towers again, with no trace of destruction left upon it, save only that the summit, on which stood the statue of the First Napoleon, is empty; just now these queer French people are in large doubt whom to place there instead. You would never know there had ever been a conflict in the streets by the look of them. The houses have been rebuilt. The wounded walls have been healed with skilful plaster and skilful stone. The statues have been so deftly patched you would never know they had been ever touched by bullet. The old gayety flashes and resounds along the streets. That singular recuperatiee energy of the French, rising above the mightiest misfortune, seizing the future immediately, however bad and disheartening has been the past, concentrating the forces of the nation to the payment of the enormous war indemnity almost in a moment—that quick and indestructible and heroic spirit which no disaster can ever capture—has received no better expression and illustration than in this sudden rebuilding of this marvellous city, almost as desolate a little time ago as was Jerusalem when the Romans smote it and gave its temple to the flames.

HOME PRODUCTION.—We saw yesterday at Messrs. Stafford & Goodacre's some of the Mainland beef which came down lately by the Enterprise. Any one who has any doubt as to the value of the upper country as a cattle raising district, can go their and satisfy themselves at once. For ourselves we think that animals which weigh over 1400lbs, dressed are "some beef."

Mitchell & Johnston,

NURSERYMEN, SEEDSMEN AND FLORISTS,

VICTORIA, B. C.

THE BUSINESS OF THE ABOVE WILL in future be carried on under the style of P. T. JOHNSTON & CO. oc21 1mdw

For Sale—To Let.

FOR SALE.

A WATER TANK HOLDING ABOUT 1,400 Gallons. Apply at the TEMPERANCE HOTEL, oc23 Fort street.

NORFOLK FARM, PEDDER BAY, FOR SALE.

THIS FARM CONTAINS 204 ACRES; 70 acres of which are under cultivation.

The Dwelling-house is substantial and contains Eight Rooms. There are commodious Barns, the usual Outhouses, Dairy, etc.

Two neverfailing streams of water course through the farm; one stream will run a mill ten months in the year.

The property will be sold on advantageous terms. Arrangements may be made for the purchase of the Stock and Farming Implements. Apply to A. BUNSTER, Johnson st., Victoria.

Or to E. VINE, oc20dw On the premises.

For Sale.

IN NEW WESTMINSTER DISTRICT 945 Acres of Rich Delta Land on Lulu Island, viz:—Lots 26, 29, 30, 31, 32 and 33 in Block 4, North Range 5 West. For particulars apply to M. J. GOODE, my27tf Insane Asylum, Victoria, B.C.

Old Established Brewery and Saloon For Sale.

THE SALOON AND BREWERY OF THE undersigned, established in 1861 and situated on the Esquimalt Road, half-way between Victoria and Esquimalt, is offered for sale low.

The Buildings are well finished and commodious. The plant of the Brewery is most complete. The land comprises about Two Acres all under fence. There are three never-failing Wells of fine Spring Water on the Premises and every appliance for the immediate commencement of Brewing by a Company or Firm with a small capital. Reason for selling, retiring from business.

For particulars apply on the premises. J. BLAND, oc17 Half-way House, Esquimalt Road.

Dissolution of Copartnership.

THE COPARTNERSHIP HERETOFORE existing between the undersigned has been dissolved by mutual consent. The business of the firm will be conducted by Charles Howell, and J. W. Williams will resume business on his own account, and refers to Judge Crease, Capt. Clarke, Mrs. T. N. Hibben, and Mr. H. F. Heisterman for the quality of his work. J. W. WILLIAMS, CHARLES HOWELL.

Victoria, B. C., Nov. 1, 1875. no2

FOR SALE.

A HOUSE ON NORTH PARK STREET with Good Garden and Orchard. Apply to T. ALLSOP & CO., oc14 Real Estate Agents, Government St.

FURNITURE. CROCKERY, GLASSWARE, Cutlery, Carpets, And all kinds of HOUSE FURNISHING GOODS, —AT— Mansell & Holroyd's, Corner of Yates and Douglas Street. au20

Oriental RESTAURANT, [Adjoining the Oriental Hotel.] Yates Street, Victoria, E. J. SALMON, Prop'r.

E. J. S. BEGS TO INFORM HIS FRIENDS and the public generally that he has purchased the abovenamed business, and hopes by strict attention to the same to merit a share of their patronage.

Oysters in every Style, Pigs' Feet, Crabs, etc. Give me a trial no4

GRANDEST RAFFLE Of the Season FOR A DIAMOND RING!

VALUE $300. AND A GENUINE Jules Jurgensen Watch!

COST $350.

Has an independent second hand for timing, guaranteed one of the most perfect timekeepers on the coast.

The Raffle will take place at LOVETT'S SALOON, Government Street,

As soon as the Chances are all taken.

240 TICKETS AT $2.50 EACH.

The highest throw has the choice of the Ring or Watch, the lowest to take the other.

The Prizes can be seen in Rudolph's win Government street. oc

Mr. J. D. LEY HAS OPENED A FIRST CLASS BARBER SHOP On GOVERNMENT St., three doors south of the Theatre. no4 1m

LEA & PERRINS CELEBRATED WORCESTERSHIRE SAUCE, DECLARED BY CONNOISSEURS TO BE The Only Good Sauce.

CAUTION AGAINST FRAUD.

The success of this delicious and unrivalled Condiment having caused certain dealers to apply the name of "Worcestershire Sauce" to their own inferior compounds, the Public is hereby informed that the only way to secure the genuine is to

ASK FOR LEA & PERRINS' SAUCE,

and to see that their names are upon the Wrapper, Label, Stopper, and Bottle.

Some of the foreign markets having been supplied with a spurious Worcestershire Sauce, upon the wrapper and labels of which the names of Lea and Perrins have been forged, L. and P. give notice that they have furnished their correspondents with power of attorney to take instant proceedings against Manufacturers and Vendors of such, or any other imitations by which their right may be infringed.

Ask for LEA & PERRINS' Sauce and see Name on Wrapper, Label and Stopper.

Wholesale and for Export by the Proprietors, Worcester; Crosse and Blackwell, London, &c., &c.; and by Grocers and Oilmen universally.

To be obtained of Messrs. JANION, RHODES CO., Victoria, V.I. jel4w

Notices.

Canadian Pacific Railway.

THE OFFICES OF THE CANADIAN PACIFIC Railway have been removed to Dominion Block, Opposite the Bank of British Columbia on Government street. oc5

To Be Let.

TWO HANDSOME OFFICES IN THE COLONIST BUILDING. The best on the street. se11tf Apply to D. W. HIGGINS

Dancing Classes.

GENTLEMEN WHO WOULD LIKE TO receive instruction in Fancy Dances, Quadrilles, etc., will please meet on THURSDAY Evening, in the old Gymnastic Hall, View street. oc19 F. SPOHR.

NOTICE.

PARTIES FOUND IN POSSESSION OF Mules or Horses, BELONGING TO THE CANADIAN PACIFIC RAILWAY SURVEY,

Without written authority after this notice,

WILL BE PROSECUTED ACCORDING TO LAW.

By order, MARCUS SMITH.

Victoria, 14th Dec., 1874. de15dw

EDUCATION.

CLASSES FOR YOUNG LADIES WILL be commenced on Wednesday, the 20th inst., in the house situated on the corner of Kane and Quadra streets, by competent teachers, under the immediate supervision of the Rev. E. Cridge and Mrs. Cridge.

A class for boys under 8 years of age will also be formed. For particulars apply to ja14 MRS. CRIDGE.

NOTICE.

ALL PERSONS HAVING CLAIMS AGAINST the firm of Jesse and H. M. Cowper will please hand in the same; and those indebted to the firm will please pay their accounts. JESSE & H. M. COWPER.

January 21st, 1875. ja22

NOTICE.

FROM AND AFTER THIS DATE I WILL only accept Coin for Rent, as well as for other Payments to be made to me. de30 LD. LOWENBERG

MR. HELMCKEN

MAY BE CONSULTED AT HIS OFFICE Victoria, between the hours of 9 and 12 in the morning, or at his residence, James Bay, in the evening mh4

Mr. W. JACKSON, (Late Resident Surgeon, Royal Hospital.)

MAY BE CONSULTED AT HIS OFFICE, Yates street, opposite Langley street, daily from 9 a.m. till 12 m., and 6 to 9 p.m.

Mr. Jackson has opened in connection with his Yates street office

A Retail Drug Store.

PRESCRIPTIONS DISPENSED.

RESIDENCE—Michigan street, James' Bay. ap1

Notice.

THE FIRM OF MOORE & HODGES, OF Laketon, Cassiar, is this day dissolved by mutual consent. James Moore having taken the same. All persons indebted to the said firm are requested to make their settlements to James Moore, who also assumes all the responsibilities of said firm. C. H. HODGES, JAMES MOORE.

LAKETON, Aug. 1st, 1875. oc29

NOTICE.

THE UNDERSIGNED HAS REMOVED his Bank and the Express Office of Wells, Fargo & Co. to the new brick building on Government St., opposite the Postoffice. F. GARESCHE.

Victoria, B.C., Oct. 27, 1875. oc28

Dentistry.

R. B. THOMPSON, DENTIST, Office, - - - Occidental Building, (Up Stairs,) Cor. GOVERNMENT & FORT Sts., VICTORIA, B. C. au7

C. F. Barnard, M. D., DENTIST, OFFICE AND RESIDENCE: DOUGLAS STREET Between Dr. Powell's premises and Willson's Tea Store. VICTORIA, May 11th, 1875.

A. Casamayou & Co., YATES ST., VICTORIA. COMMISSION MERCHANTS AND WHOLESALE Dealers in GROCERIES, PROVISIONS, HAVANA CIGARS Wines, Liquors, &c., no18 And French Preserves.

FREDERICK REYNOLDS FAMILY BUTCHER, Wholesale and Retail Dealer in Meats and Vegetables, PURVEYOR BY APPOINTMENT TO HER MAJESTY ROYAL NAVY.

THE BEST ASSORTMENT OF ISLAND and Mainland BEEF AND MUTTON constantly on hand.

Hotels, Restaurants and Families supplied at short notice, and Meats delivered FREE OF CHARGE to any part of the City or Suburbs with accuracy and dispatch.

Ships and Steamers supplied by contract LOW. mh10 LONDON MARKET

DOMINION STABLES Government Street, [Next to Hook and Ladder House.]

CARRIAGES, BUGGIES & HORSES, and Saddle Horses may be had at any hour when wanted, night or day.

Horses taken on livery at Reasonable Rates. je18tf STEPHEN WHITLEY.

THOS. TROUNCE, Architect, &c., OFFICE, ON KANE ST. ABOVE DOUGLAS.

PLANS AND SPECIFICATIONS CAREfully prepared for Public Buildings or Private Residences, and the usual business of an Architect promptly executed. ja6 3m

Postal.

POST OFFICE NOTICE.

Arrival and Closing of Mails at Victoria.

MAILS.	ARRIVE.	CLOSE.
Canada, Great Britain Europe, and U. S., via San Francisco	About the 4th, 14th and 24th of each Month	About the 10th, 20th and 30th of each month.
Do. via Tacoma	Monday and Thursday 3 P.M.	Tuesday at 9.30 A.M. and Thursday at 6 P.M.
New Westminster	Wednesday 3 P.M.	Monday at 7 P.M.
Cariboo and Intermediate Offices.	Saturday 3 P.M.	Thursday 7 P.M.
Nanaimo and East Coast Offices	Thursday at 5 P.M.	Monday at 6.30 P.M.
Esquimalt	Daily at 10:30 A.M. and 2:30 P.M.	Daily, at 11 A.M. and 4 P.M.
Metchosin	Monday, 1 P.M.	Tuesday, 12 Noon.
Saanich	Thursday, 10 A.M.	Wednesday, 9 A.M.
Sooke	Monday, 3 P.M.	Tuesday, 9 A.M.

Letters for Registration must be posted half an hour before closing of each mail.

MONEY ORDERS

On Money Order Offices throughout the Dominion, Great Britain and Ireland, Newfoundland, and the United States, and at the offices at Barkerville, Clinton, Nanaimo, New Westminster and Yale, in this Province, can be obtained at this office.

OFFICE HOURS—From 8 A.M. to 7 P.M.

FOR MONEY ORDERS—From 9 A.M. to 4 P.M.

HENRY WOOTTON, Postmaster.

POST OFFICE, VICTORIA, 1st Nov., 1875. no4

Ships and Steamers.

Notice to Shippers.

THE STEAMER MAUDE WILL not receive Freight after 5 o'clock on the Afternoon previous to the day of sailing. oc21 JOSEPH SPRATT, Owner.

THE PACIFIC MAIL STEAMSHIP COMPANY'S STEAMERS WILL SAIL FROM VICTORIA FOR San Francisco Direct ON THE 10th, 20th & 30th of Each Month, At ONE o'clock, p. m.

When the sailing day falls on Sunday the Steamers will sail the day after, so as to connect with the steamers from Puget Sound, oc17

For Neah Bay, Port Townsend, San Juan, Orcas Island, Victoria, New Westminster & Nanaimo.

THE O.S.S.CO'S STEAMSHIP GUSSIE TELFAIR, JOHN GARDINER, Master. Will leave Portland regularly on the 8th and 15th of each month for the abovementioned ports. For Freight, etc., apply to J. P. GOODHUE, Agent, je3 Office at Engelhardt & Co's, Wharf st.

N W WESTMINSTER & YALE.

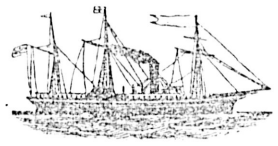
THE NEW AND COMMODIOUS Steamer "ROYAL CITY," ASBURY INSLEY - - - MASTER, CARRYING H. M. MAILS, Leaves New Westminster for Yale every Wednesday and Saturday morning at 7 o'clock. RETURNING—Leaves Yale on Mondays and Fridays. N. B.—LIVE STOCK taken by Special Contract only. ap24

NOTICE.

ON AND AFTER NOV. 1st THE Steamer Enterprise will leave Victoria on Tuesdays and Fridays at 7 a.m. No freight will be received after 5 p.m. on the day previous to sailing. oc26

THE MAILS FOR THE SOUND WILL close at 6 o'clock p. m. every Thursday, as the North Pacific will leave at 4 a. m. on Friday. oc6

FOR SAN FRANCISCO. CARRYING H. M. MAILS.



THE STEAMSHIP SALVADOR, CAPTAIN - - - - - - JONES. Having very Superior Accommodation Will leave for San Francisco Wednesday, November 10th, ABOUT 1 O'CLOCK, P. M. For Freight or Passage apply to HENRY RHODES & CO., no4 Agents.

GO TO THE LONDON BAZAAR, Government Street, —FOR— CHEAP LAMPS —AND— LANTERNS. oc28

Municipal.

VICTORIA WATER WORKS.

SCALE OF CHARGES FOR WATER

Dwellings containing not over 4 Adults, $1 per m'th
do do over 4 Adults, by agreement.
Bathrooms, Gardens and Private Stables extra by agreement.

Rates for other occupations can be obtained at the office on application. JAS. D. ROBINSON, Water Commissioner.

City Council Chambers, Broad street, Aug. 26th, 1875. au27

VICTORIA WATER WORKS.

PERSONS WHO DESIRE TO HAVE Water service to their premises on any street where the mains are laid, will please make application as early as convenient.

Scale of Charges and cost of service, also form of application, can be had at my office. JAMES D. ROBINSON, Commissioner.

City Council Chambers, Broad street, Aug. 27th, 1875. au28

MUNICIPAL.

REAL ESTATE TAX, 1875.

NOTICE IS HEREBY GIVEN THAT THE Real Estate Tax for the Current Year is due and payable at my office, Broad street. THOS. RUSSELL, Assessor and Collector, Corporation of City of Victoria.

Municipal Council Chambers, Victoria, June 1, 1875. je1

Wanted.

WANTED.

A PRACTICAL ENGLISH GARDENER wishes to obtain a situation either with a private family or at a nursery. Good references if required. Apply at ANGEL HOTEL until Tuesday next. oc29 1w

Wanted to Purchase

ABOUT ONE OR TWO ACRES OF GROUND suitable for a residence, about 15 minutes' walk from the Postoffice.

And a Cottage with not less than two Town Lots. Apply to THOS. TROUNCE, 8c22 At his office, Kane st.

Wanted.

BY A YOUNG GIRL A SITUATION AS Lady's Maid or Nursemaid to a family going to England. For further information apply at 8th Oct. 1875. oc9 THIS OFFICE.

Mr. CHAS. PARDOE

HAVING TAKEN THE PREMISES LATEly occupied by Mrs. Huston, begs to inform the public that he intends to carry on there the old established business of

Gunmaking.

Having had considerable experience with Mr. Short he is confident that he can give satisfaction to any sportsmen who may give him a call, and hopes that his old acquaintances will visit him. oc20

SAMPLE ROOMS, GOVERNMENT St., VICTORIA, Next to St. George Hotel.

Open Day and Night THE BEST OF WINES, LIQUORS & CIGARS. oc12

HENRY SAUNDERS, DEALER IN Groceries, Provisions and Liquors,

Fresh Supplies by every steamer. Highest Cash Prices Paid for Farm Produce.

JOHNSON STREET, corner Oriental Alley.

MINERS' SUPPLIES for Cassiar. jy5

Ld. Lowenberg, Real Estate Agent Government St., near Corner of Broughton.

WILL PAY PARTICULAR ATTENTION to selling, purchasing and leasing property; in negotiating loans and transacting everything connected with Real Estate business.

Maps of all the different Districts on the Island may be seen at his office. Parties desirous of purchasing homesteads, or making investments, will find on his Bulletin Board Town Lots, on nearly every street Farming or Gardening Land in every District, some, of which affords rare chance for investment.

Money on bond and mortgage to loan in sums to suit the demands.

Conveyances of every description done at reasonable rates. de1

HEE GEE, WASHING, IRONING & FLUTING HAS REMOVED TO YATES STREET opposite the American Hotel.

Has had ten years experience in the best Laundries in the United States upon the most difficult work.

SATISFACTION GUARANTEED AND LOW RATES. no9 1m

New Canadian Tariff.

COPIES OF THE NEW CANADIAN TARIFF, Officially Revised, may be had at THE BRITISH COLONIST OFFICE.

Daily British Colonist.

FRIDAY MORNING, NOV. 12TH, 1875.

L. P. FISHER, 20 and 21 New Merchants' Exchange is our authorized Agent in San Francisco.

DELAYED DISPATCHES.

India.

Reception of the Prince of Wales at Bombay.

LONDON, Nov. 8.—A telegram from Bombay says the viceroy, admiral of the fleet, governor of Bombay, and many distinguished natives have gone on board the steamer Serapis, at anchor in the harbor, to meet the Prince of Wales, who will disembark at half past 4 this afternoon. Preparations for his reception are immense. There will be a holiday festival all this week.

BOMBAY, Nov. 8.—General Lord Napier, of Magdala, Sir Philip E. Wodehouse, governor of Bombay, Hon. Sir M. R. Westroph, chief justice, and many others, including the civil, military and municipal authorities, accompanied by seventy native princes and chiefs, welcomed the Prince of Wales on his landing from the Serapis. After leaving the royal barge at the dockyard, the municipality of Bombay presented him an appropriate address of welcome. He replied briefly, after which he and suite were escorted to the government house. Troops and police preserved orders while the procession moved through the streets. Over 100,000 spectators filled the streets. The reception was enthusiastic beyond description, and was participated in alike by Europeans and natives. The city was splendidly decorated throughout. No fewer than eight triumphal arches had been erected on the line of march. The apartments to be occupied by His Royal Highness are most pleasantly situated in the Government House. A grand levee will be given there to-night. It is expected that while here the Prince will present colors to the 21st Infantry, better known as the Marine Battalion, the oldest corps in Bombay, that establishment having been raised a century ago. He will also review the troops and accept the hospitality of the Free Masons. To-morrow being the birthday of the Prince, festivities will be renewed on a still greater scale. The British flying squadron is in the harbor and will remain during his stay.

PENANG, Nov. 9.—The mutilated remains of Mr. Birch, late English resident of Peruk, have been recovered after a sharp engagement with the Malayans. In the fight Captain Innes, of the 100th regiment, was killed, and two officers and eight men were wounded. All this side of the Malay Peninsula is greatly excited, and a general outbreak is feared. Hongkong has been telegraphed for troops; one man-of-war, two gunboats and about 400 troops now at Perak.

LONDON, Nov. 9.—The colonial office publishes dispatches announcing that the British residency at Perak, which was besieged by Malayans, was relieved on the 6th inst. Captain Innis was killed in the successful attack on a neighboring stockade.

SINGAPORE, Nov. 8.—Col. Alexander Clark, governor of this settlement, will go to Perant to-day. News received from Penang is that the Malayans besieged the British residence at Perant. All the native rajahs are suspected of complicity in the murder of the late resident, Mr. Birch. It is reported that Malayans are preparing for resistance. The Sultan is collecting a considerable force to expel the British from the country.

Europe.

LONDON, Nov. 6—The stock market has been greatly depressed to-day and vague reports of Eastern complications and continental financial embarrassment are circulated.

A telegram from Vienna states that the Austrian frontier posts at Ragusa, Lessa and Ragusa are making ready in the event of hostilities.

Lieut.-Col. John Ireland Blackburn (Conservative) has been elected to fill the vacancy caused by the death of Mr. Charles Turner. Col. Blackburn was returned without opposition.

ST. PETERSBURG, Nov. 5—It is semi-officially announced that Russia has sent no communication regarding Turkey to the signers of the treaty of Paris, as reported.

LONDON, Nov. 6—The "Times" says the dealings in foreign and colonial markets have been on a very limited scale the past week.

LIVERPOOL, Nov. 6—The proprietors of the London "Times" will be sued for libel for denouncing the operations of the Co-operative Credit Bank as a scandal and a disgrace to the city.

LONDON, Nov. 7—A special dispatch to the "Times," from Dublin, says the Lord Mayor's banquet will be given at the Mansion House next Thursday, and it is expected Cardinals Manning, Cullen and McCloskey will be present.

LONDON, Nov. 9.—This being lord mayor's day business and street traffic was for a long while to a great extent suspended. The weather, which on the morning was cold and foggy, cleared up in the afternoon and became pleasant and favorable for the pageant and the installation of Alderman W. R. J. Cotton as Lord Mayor of London. After religious and other exercises at Guildhall the procession, at about 2 o'clock, started upon a long march, stopping for a short time at Westminster Hall, where the mayor and sheriffs took the necessary oath, and returned to Guildhall. This evening his lordship will give a grand banquet.

In consequence of a report of a select committee of the House of Commons on loans to foreign States, it has been determined not to invite the minister for Honduras, Paraguay and Costa Rica. All other members of the corps diplomatique will, as usual, receive invitations.

To-day being the birthday of the Prince of Wales, the church bells were rung during the forenoon, and salutes were fired from the Tower, the barracks in St. James' Park, at Windsor, and elsewhere. The city will be partially illuminated this evening.

LONDON, Nov. 9.—The failure of M. Phillips & Co. has temporarily embarrassed the great hatters' goods importing house of Halsey & Co., and they have suspended payment. This house has long ranked A 1, and has a capital of over £750,000.

A "Times" letter from Berlin states, as the result of the conferences in Vienna, that the powers have determined to ask Turkey whether she has any guarantees to offer for the fulfilment of her often broken promises of reform.

A Berlin special to the "Daily News" says the central government for Alsace and Lorraine will be established in Berlin and probably a special ministry be created for those provinces.

DUBLIN, Nov. 7—Cardinal McCloskey assisted at mass in the cathedral yesterday. An immense congregation attended the service.

LONDON, Nov. 9.—The high court of justice to-day made the decree of divorce absolute in favor of Sir Charles Mordaunt.

Emperor William, on receiving the President and Vice President of the Parliament to-day, laid stress on the eminently peaceful condition of affairs, though the Bosnian difficulty was still unsolved. He expressed himself perfectly confident of the peaceful settlement of that question.

Eastern States.

NEW YORK, Nov. 9. — Miss Florence Tilton has retired from Plymouth church.

Bigelow, Democrat, is elected governor.

Cable rates are 75 cents a word, gold.

GALVESTON, Nov. 9.—The steamship City of Waco has been burned off this harbor during a gale. The crew and passengers escaped from the burning vessel in boats, but have not since been seen.

Canada.

BRISTOL, Ont., Nov. 6.—A sixty horse-power boiler in Hess Bro's sawmill exploded this morning, making a total wreck of the entire mill, the first story of which was built of stone windows. Nearly every house in town was smatched. Many stores had their fronts blown out. No lives were lost.

MONTREAL, Nov. 7.—To-day another postoral letter from Bishop Bourgeat was read in the Catholic churches, going into some explanation as before regarding the sacredness of the consecrated cemetery, and that to preserve its sancity the Guibord burial lot would be for forever cursed. The bishop concluded by counseling the greatest forbearance on the part of the people at the approaching burial. On no account were they to interfere, and warned them not to attend the funeral.

OTTAWA, Nov. 9. — Eddy's saw-mill will close down this week, throwing out of employment 200 men.

Considerable suffering among the working classes is apprehended this winter.

ST. CATHARINES, Ont., Nov. 7.—A fire this morning destroyed the main buildings of the St. Catherines wheel works, owned by Hunt Cairns.

SAULT ST. MARIE, Nov. 7.—The Canadian steamer Francis Smith miraculously escaped foundering in Lake Superior during the severe storm of the 30th and 31st ult. Fifty-six head of cattle were thrown overboard, and many sheep and swine were drowned on board. The cook's room was demolished and supplies destroyed, leaving the passengers and the crew without food from Friday night until Sunday night. The rudder became unmanageable, and but for the daring exertions of the officers and crew all would have perished. No lives lost.

MONTREAL, Nov. 6.—The police have been furnished with 100 breach-loading rifles, to be used if necessary at Guiboard's burial. The leading council mentioned in the late interview between Doutre and the mayor of Montreal are Messrs. Abbott, Ritchie, Devlin and Roy. Their opinion on the case will shortly be given.

OTTAWA, Ont., Nov. 19.—James A. Gouin, proprietor of the Russel house, has made an assignment. Liabilities, $160,000.

The Albion hotel has also succumbed to the hard times.

California.

SAN FRANCICO, Nov. 9.—Pool-selling on the $30,000 running race for Saturday next commenced to-night. Wild Idle was the favorite at the beginning, selling at $100; Springbok, $50; Rutherford, $25; field, $27 50. Springbok subsequently advanced to $72 50; Rutherford, $67 10; Katie Pease, $37 50; field, $32 10; Wild Idle still $100. Pools closed, Rutherford, $50; Springbok, $35; Wild Idle, $24; Pease, $5; field. $7. The horses are all in good condition.

Greenbacks, 86½ buying, 87¼ selling.

New Advertisements.

STEAMER NORTH PACIFIC.

NOTICE.

THE PUBLIC are forbidden trusting any person on our account or on account of our Steamers, as we will not be responsible. STARR BROS.

VICTORIA, Nov. 11th, 1875. no12

R. BAKER & SON,

DEALERS IN

FLOUR AND FEED

—AND—

Island & Oregon Produce,

WHARF Street, foot of Yates,

VICTORIA.

Cash Paid for Produce of all kinds. Goods delivered Free of Charge to any part of the city. no6

New Advertisements

WILSON & BUNTE,

MANUFACTURERS & IMPORTERS OF

FURNITURE, BEDDING, SPRING MATTRESSES

SHOW CASES, PICTURE FRAMES, LAMPS, MOULDINGS, &c.

Furniture Neatly Repaired.

Highest Price Given for Secondhand Goods.

The above Firm beg to announce that they have commenced business, and hope by selling GOOD ARTICLES at LOW PRICES to secure a share of public support.

Fort St, near Government.

no7

A. GILMORE,

MERCHANT TAILOR,

Has now removed to his new Store on Government street, opposite the Bank of British Columbia, where he has on hand a large and well-selected stock, comprising Custom Made Clothing of the best quality in Victoria; also Gents' Furnishing Goods, together with a well-selected stock of Youth's, Boys' and Children's Clothing, comprising Cloaks, Overcoats, Hats, Caps, etc., which will be sold at a small advance on cost.

I would call particular attention to my new and superior stock of fine English and French Cloths of the very best quality, and consisting of Pilot, Witney, Melton and Buffalo Beaver, together with a splendid assortment of Tweeds, Flannels, etc., of all colors, which I am prepared to make to order in the most approved styles.

N. B.--$50 reward to any merchant in Victoria who will sell the same quality of goods for less profit than

no3 A. GILMORE.

THEATRE ROYAL

Lessee and Manageress - - MRS. FANNY M. PHELPS

TREMENDOUS BILL FOR SATURDAY NIGHT.

J. A. Herne & F. M. Phelps Dramatic Company.

IN TWO PLAYS.

SATURDAY EVENING, NOV. 13th,

The beautiful 3-act Irish Drama entitled.

Rory O'Moore.

Rory O'Moore - - - - - JAS A. HERNE.
Kathleen - - - - - FANNY M. PHELPS.

To conclude with the laughable farce of the

DEAD SHOT.

Hector Timid - - - - - - J. A. HERNE
Louise Lovstrick - - - - - F. M. PHELPS

Next performance on Tuesday, Nov. 16th.

PRICES OF ADMISSION:

Dress Circle & Parquette - - - $1 00
Pit - - - - - - - - - - - 50
Private Boxes - - - - - $8 and $6

Doors open at 7:45, commence at 8:15 o'clock precisely no12

A Card to the Public.

BEING A PRACTICAL

WATCH AND CLOCK MAKER

FROM LONDON,

And being in the employ of the American Watch Co, Waltham, Mass, six years, also having worked for the California Watch Company, San Francisco, California, and being desirous of settling permanently in Victoria, British Columbia, I am prepared to

Clean & Repair Watches and Clocks

ON THE SHORTEST NOTICE.

Hoping to secure the favor and good will of the inhabitants at large, I respectfully subscribe myself, CHARLES KNIGHT.

N.B.—Mrs. Knight will attend to Dress-Making and Cutting Patterns to suit. Also trimming and fixing of Bonnets and hats.

Room 4, Globe Hotel, Fort Street. no10

Wanted.

FOUR WOMEN TO WORK AT DRESS-making and a few Apprentices. To good sewers the best wages will be paid. Apply to MRS. WILLIAMSON, no7 1 m Kane street.

New Advertisements.

WATCHMAKER

—AND—

JEWELLER,

YATES STREET,

VICTORIA, B. C

Has just returned from San Francisco with a Large and Elegant Stock of

GOLD & SILVER WATCHES OF THE FINEST QUALITY.

Here you can find the English Watch direct from England, the Swiss and American Watch, Stem and Key Winders, and the celebrated LANGE WATCH.

ALSO—A Very Large and Handsome Variety of

Every Description of JEWELLERY,

A CHOICE LOT OF SILVER PLATED AND SILVERWARE

A d a splendid assortment of New Style of

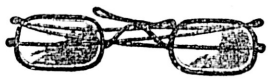
CLOCKS in Bronze and Black Walnut Cases.

Persons intending to buy will be well paid for their trouble by inspecting my Stock, and will find that my prices are so reasonable that everybody can afford to buy. Customers will always find the latest styles of Jewellery at my store, as I have made arrangements to receive a continuous supply.

Thanking the public generally for past favors, I need hardly add that I will take my best to keep up my reputation in Chronometer, Watch and Jeweller work, which I trust I have established here during the last 13 years, and with this promise I hope the public will continue their patronage.

se19 G. W. A. LANGE.

SELLING OFF. SELLING OFF.



J. L. Jungermann

Offers His Splendid Assortment of

WATCHES, JEWELLRY, ETC.,

FOR THE NEXT SIXTY DAYS

AT COST PRICE!

The whole Stock must be disposed of on account of the health of the Proprietor rendering it necessary for him to leave the Province.

Orders from the Country faithfully attended to.

se23

NOTICE OF REMOVAL

H. RUDOLPH,

MANUFACTURING

JEWELER & WATCHMAKER,

Has Removed to Government Street,

OPPOSITE POSTOFFICE, VICTORIA, B.C.

H. RUDOLPH has in consequence of the great increase of his business been compelled to remove to more commodious premises, and in order to have the largest, most choice and complete stock of

DIAMONDS, WATCHES, JEWELERY, SILVER PLATEDWARE & SPECTACLES,

In British Columbia has lately been abroad to make a personal selection and has succeeded in making arrangements with the principal European and American Manufacturers for a regular supply, which enables him to sell at such

Unprecedently Low Prices

As to entirely defy competition. H. R. being the

ONLY MANUFACTURER & PRACTICAL WORKING JEWELER

In the Province, purchasers will find it to their advantage to give him the preference. They can rely upon his superior knowledge of the QUALITY of the goods selected by himself. se22

LEWIS LEWIS

WISHES TO INFORM HIS CUSTOMERS and the public in general that he has

RECEIVED PER STEAMERS

Salvador, Pacific and City of Panama,

FROM NEW YORK DIRECT,

The Latest Styles of

DIAGONAL SUITS,

Embroidered Shirts,

SHAKER FLANNEL SHIRTS and DRAWERS,

Navel Officers' Cloaks

ALSO—FROM EUROPE,

ULSTER COATS, OVERCOATS,

And a Straight Invoice of

French Pants.

OF THE LATEST STYLES.

—ALSO—

SOLE LEATHER NICKEL PLATED AND RUSSIAN LEATHER

VALISES

And a great variety of

TRUNKS.

oct

MECHANICS'

LITERARY INSTITUTE

ENTERTAINMENT.

Tuesday, November 23rd, 1875.

VOCAL and INSTRUMENAL MUSIC

READING OF LOCAL POEMS.

RAFFLE OF TWO ACRES OF LAND

Prizes will be given for the Best and Worst Conundrums.

Tickets for the Raffle may be obtained by former subscribers of the Committee or Librarian, up to the 16th instant, all those unsold will be offered to the public.

Admission. 25 Cts; Doors open at 7.30 P.M. no10

DOMINION GOVERNMENT SAVINGS BANK.

THOSE DEPOSITORS WHO HAVE NOT received Circulars from Ottawa, stating their balances at 30th June, are requested to call at the Bank in Government street, where a number of Circulars (returned by the Post Office "uncalled for") are awaiting delivery.

JOHN GRAHAM, Manager.

VICTORIA, B. C., October 30th, 1875. oo91

Daily British Colonist.

TUESDAY MORNING, NOV. 9TH, 1875.

THE BRITISH COLONIST

Is the only Paper Published at Victoria that receives Regular Telegraphic Dispatches.

[From an Extra of yesterday.]

LOSS OF THE STMR PACIFIC

STATEMENT OF THE SURVIVOR!

A SLIGHT PROSPECT THAT TWO BOATLOADS WERE SAVED!

Henry F. Jelly, of Port Stanley, Canada, and recently connected with the C. P. R. S. Survey, Division R, the only person who was saved from the wreck of the steamship Pacific, arrived by the North Pacific and furnishes the following statement:—

He says that the steamship left this harbor on Thursday morning last. She was observed to have a list to the starboard side, and the passengers were instructed to trim ship repeatedly.

All went well up to 7 p. m. the same day, and when the ship was some distance below Cape Flattery he turned in and fell asleep. About one hour afterwards he heard a crash, and some commotion among the passengers and running across the deck.

He dressed and went on deck and was told the steamer had had a collision with another steamer but that everything was all right. He saw on looking over the starboard bow the lights of a ship, but could not make out what sort of a ship she was.

Supposing all to be right, he and other passengers went below again; he was just getting into bed, when the ship lurched suddenly, and he heard a rush of water. He ran at once on deck and found the boats were not yet lowered. He heard the purser ask the captain which boat he should take charge of, but did not hear the reply. He (Jelly) asked Captain Howell if there were any blue lights to burn. The Captain directed him to the wheelhouse where Mr. Jelly got four lights and set them off. By this time the passengers were getting into the boats, but some of them could not be got off the davits. The ship by this time was settling fast; our informant got into a boat forward of the wheelhouse. In this boat the lady passengers had been placed. The vessel careened suddenly and the boat touched water and the fastenings were cut loose. At this moment the boat in which Mr. Jelley was upset and they were all thrown into the water; when he rose to the surface he and five other men got on the boat which was bottom up. All the ladies in this boat were doubtless drowned. The sea was filled with drowning men and pieces of the wreck floating about, and drowning persons clinging to them. The steamer had sunk. Seeing the pilot house floating near with only one man upon it, Mr. Jelly contrived to reach it. He and the other man clung to the wheelhouse until 4 o'clock Friday afternoon, when the other poor fellow was washed off by the sea which was very high. On Friday morning he saw a raft on which were a lady and three men floating some distance off, but could not speak to them.

Mr. Jelly clung to the pilot-house till 10 o'clock on Saturday morning, when the American bark Messenger picked him up and carried him to Port Townsend, which port he reached at 10 o'clock the same night, and arrived here with the dreadful news at 3½ o'clock this afternoon.

Mr. Jelly remains at the Pacific Telegraph Hotel. His limbs are chafed by the action of the waves, but he is recovering his strength rapidly.

Passengers.

I. Foster, J. W. Doyle, J. H. Sullivan, J. Kennedy, S. Nicholson, Wm. Powell, F. Garesche, Miss A. Reynolds, Miss F. Palmer, Mrs. Lawson, Mrs. Moote, Mrs. S. T. Styles and 2 chdn, D. C. McIntyre, C. B. Fairbanks, Captain and Mrs. Parsons, A. B. Otway, W. J. Ferry, J. F. Johnston, Thos. Smith, J. Cochrane, S. P. Moody, T. J. Farrell, M. Summers, C. Summers, J. Cahill, John Watson, Ed. H. Polley, Wm. Polley, Cal. Mandeville, wife and child, R. Hudson, H. Clime, E. P. Atkins, Thos. Beverly, R. Layzell, W. Waldron, J. Lee, G. Gribbell, Geo. Morton, John McCormick, John Sampson, Wm. Wills, A. Lang, John G. Todd, Jas. Lenning, P. L. Chapman, Jas. H. Webbs, Isaac Webbs John Tarnet, Wm. Ammiss M. Wilson, Wm. Purdary, J. McLanders Dock Young, J. Fitzgerald, J. Condon, J. Chisholm, A. Fraser, J. S. Webster, the Hurlburt & Rockwell troupe, Geo. Bird, Edward Shepherd, Frank McLaughlin, Geo. Bryson, Wm. Campion, Samuel Nicholson, Wm, Power, Richard Turnbull, John Kenealey, Chas. Smith, Geo. Herne, A. L. Rainey, G. Journeaux, F. Journeaux, F. Ernest Myer, Jos. Haverly and wife, J. Thompson, J. Creden, P. Canty, C. N. Miles, Adam Foster and 35 Chinamen and 6 Chinamen in the cabin.

The number of persons on board was about 275. The treasure amounted to $78,801 for the banks, and $100,000 in private hands.

Fuller Particulars!

HARROWING SCENES!

Our reporter had a second interview with Mr. Jelly last evening at the Pacific Telegraph Hotel. He had somewhat recovered from his fatigue and emotion and was able to converse with greater coherency than when interviewed on board the North Pacific in the afternoon.

He says that if the crash he heard while lying in bed was caused by a collision with another ship it was a very slight one. He is positive, however, that on gaining the deck he saw on the starboard quarter three lights as from a vessel. He heard no hail. The weather was not foggy at that time. The wind was fresh, but the sea smooth. He was told that there had been a collision and that the steamer had sustained no damage. Previous to going on deck the first time he heard the bells to stop and then to reverse the engines. When he reached the deck the steamer was going ahead again. Passengers were told not to be alarmed that there was no danger, and matters quieted down. Mr. Jelly went back to his stateroom and was getting into bed again when he felt the ship give a sudden lurch and heard a rush of water. He again went on deck and discovered that the ship was sinking. He saw Captain Howell standing in his room and asked him "where do you keep your blue-lights?" The Captain answered, "In the pilot house." Mr. Jelly went there and found the wheel deserted and the ship steering wildly while the engine were still underweigh. He burned four lights and then saw the people getting into the boats. He saw a boat (the launch) into which the women were being placed and he took his stand there, and saw Mrs. Otis Parsons assisted in. Mrs. Parsons was bewailing the death of her child (a little boy of a year and a half) which she said a man had fallen on and killed instantly. Another lady (supposed from the description to be Miss Alicia Mandeville, Mrs. Parsons' sister) stood by her and also wept bitterly at the child's death. Mr. Jelly says he helped a young lady, who from the description must have been Miss Fanny Palmer of this city, into the launch. A number of the ship's crew crowded into the boat, which was in charge of Chief Engineer Houston. They were remonstrated with and replied that they were there to look after the ladies and ordered all the men to get out of the boat, but would'nt go themselves. They seized one man, a passe ger, whose wife was in the boat, and threw him out on the deck. His wife implored them to let him stay, saying, "Oh, my God! Save him!" But they would not allow him to get in again. All this time the ship was settling, settling into her grave. Some one came along at this moment and said, "Two of the boats have got off on the other side." They then tried to let this boat down from the davits; but they could not. As the ship settled, however, the launch reached the water, and some brave spirit standing on the deck cut the fastenings loose with an ax. The boat rode for a moment and as the sea was still smooth and the boat well provided with oars it was hoped that she would get clear. Unfortunately, however, the launch had been filled with water during the day (for reasons that will be presently explained) and was more than half full now. The weight of water and the people, therefore, caused the boat to careen and she turned completely over amid the shrieks of the women and the desparing cries of the men. Mr. Jelly and four other men managed to clamber on the boat's bottom as she came up; but the poor women, weighed down by their clothes could not avail themselves of that forlorn hope and speedily disappeared. About this time our informant observed the steamer settling down on the port side, that is the side on which he and the others were floating on the boat's bottom, and the smoke-stack or funnel fell into the water. The steamer gave two or three lurches and then broke in two amidships with a crashing noise and went down, carrying with her at least 150 persons who were standing on the decks at the time. The Chinese, who numbered about 50, had huddled near the smoke-stack, whether they had dragged their baggage and had kept up an incessant and loud conversation while the exciting scenes were being enacted. When the ship broke in two and sank beneath the waves, these poor creatures sank with her. The surface of the water was presently covered with wreckage from the lost steamer to some of which men and women clung with that tenacity which only a feeling of despair can impart. The shrieks and cries at this moment were dreadful. The wind and sea were rising and the poor people, adrift on "Old Ocean's melancholy waste," were washed by every wave that broke. At this moment Mr. Jelly saw the top of the pilot-house with a man seated upon it. He made an effort and reached it. He found the occupant to be a large man, evidently an American, with full black whiskers and moustache. The two drifted away from the scene of the wreck and were soon out of sight of the other unfortunates. When Monday morning broke the wind had increased to a gale and the waves washed clean over them. About 500 yards off they saw three men and a woman on a raft, and a mile or two away a vessel bowling along with a fair breeze, all unconscious of the near presence of misery and death in their most hideous forms. The people on the raft, our informant and his companion, shouted for a long time to attract the attention of the ship; but they were not seen, and hope died away with the vessel in the distance. The pilothouse soon parted company with the raft and next saw another raft with one man standing on it, and soon after a third raft, with three or four men on it, was seen a long way off. The tendency of the current was towards Vancouver Island, and as they drifted on the land which had not been seen earlier in the day, loomed up ahead of them. The gale still continued and about noon Jelly's companion complained of great weakness. He had previously stated that he was from the State of Maine, had passed a long time at Cariboo and Cassiar as a miner, had done well there and was on his way home. As evening approached he grew delirious, and talked about absent friends and his distant home, then lay down on the raft and seemed to fall into a sweet sleep; but the waves dashed over his face and he did not move again, and when Jelly raised his head he found that he was dead! As evening approached the sea still continued, and wave after wave washed over the pilothouse. Jelly reluctantly cut the lashings that bound the dead man to the support and the body sank. That night the survivor passed in great misery, and in the morning he saw no signs of human life around him. All the rafts seen on the previous day had disappeared, but on the folds of his clothes he found a live fish that had leaped out of the water, like manna from heaven, as if to provide food for the sufferer. "This fish," says Jelly, "I put in my pocket till I should feel hungry." At this moment he saw a ship not far off. He stood up! Waved his hand! Shouted! Was seen! The ship bore down to him and he was saved! The spot where he was found is distant only three miles from the Vancouver shore. How tenderly the poor fellow was succored is narrated elsewhere.

Before closing this heartbreaking narrative, a perusal of which will bring sorrow to many households, we wish to state that Mr. Jelly thinks the steamer went down about 8½ o'clock—or some 12 hours after sailing out of Victoria harbor—on Thursday morning last. Before he turned in at 7 o'clock he says he saw the Tatoosh light a long way astern. This light can be seen eighteen miles from the deck of a vessel. Allowing the steamer to have run about 8 miles further, would bring her about 26 miles below Cape Flattery when the catastrophe happened. With respect to the list to starboard noticed in the steamer, Mr. Jelly says that the boats on the port side were filled with water to trim ship. In the Straits the list was to the port side, and the water was taken out of the boats on that side and placed in the boats on the starboard side. To the presence of this water in the launch Mr. Jelly attributes the upsetting of the boat and the drowning of the ladies.

What was Noticed and what was Said.

The hands employed on the dredger say that when the Pacific passed out on Thursday morning she had a decided list to starboard, and steered so badly that the remark was made that something must be wrong with her. At Port Townsend, it is said, that the vessel leaked so badly, that there were five feet of water in her lower hold and that the grain was not put down there for fear of damaging it. If this statement be correct the "list" is accounted for.

The Lives Lost

By this awful disaster will probably reach 275. The list published is necessarily incomplete, because many passengers procured their tickets on board, and there is no record kept at this port of the Sound passengers. The officers and crew numbered 52 and the Victoria passengers about 150—leaving 75 to be accounted for from Puget Sound.

The Death Roll

Includes some of our most enterprising and influential citizens. F. Garesche, agent of Wells, Fargo & Co. at this city, and banker; S. P. Moody, of the great lumbering firm of Moody & Nelson; Capt. Otis Parsons, his wife, child and wife's sister (the whole family gone); Mr. Sullivan, Magistrate at Cassiar, going home on leave; the wife and two children of Mr. Thomas Styles (Kinsman & Styles); Mrs. Moote (eldest daughter of ex-Mayor McMillan, editor of the *Standard*;) the wife and child of Mr. Wm. Lawson (Bank of British North America); Miss Fanny Palmer (daughter of Prof. Digby Palmer) a young lady universally beloved and respected; Richard Lyons and Dennis Cain, two of the discoverers of the Cassiar gold fields; Cal. Mandeville (the actor) wife and child.

Of course, there is a slight hope entertained that two boat loads of passengers were saved; and this hope will be clung to by those having friends on board until the very last.

Presentiment.

Miss Palmer, whose name is mentioned as among the lost, had a presentiment of the dark shadow of approaching hanging over her. When she said farewell to several friends, she said she felt she would never see them again in this world, and it is said that she wrote a note to a former school mate in which she expressed her belief that she would never return to Victoria.

The Cargo.

The lost steamship had 600 tons of freight—300 tons of which were grain, 200 bales of hops, 200 tons of coal, and a quantity of furs, hides, &c., from Victoria. The treasure in the hands of the Express was insured.

Statement of the Captain of Ship Messenger.

D. C. H. Rothschild, Esq., of Port Townsend, sends us the following statement of the Captain of the ship Messenger, taken at Port Townsend yesterday morning:

J. J. F. Gilkey, master of the American ship Messenger, certifies that on the morning of November 6th at 9 a. m. passed through large quantities of wreckage stuff and at 9:30 discovered a man lashed to a raft or top of pilot house, distance about 15 miles, N.N.E. from Cape Flattery light house. I immediately hauled by the wind and after making one tack succeeded in lowering the boat and saving the only man visible, it blowing strong at the time, the sea washing on the raft heavily. The man was considerably exhausted and bruised by the constant wash of the sea. J. F. GILKEY.

Port Townsend, Nov. 7th, 1875.

Subscribed and sworn to before me this 7th day of November, 1875.

J. A. KUHN,
Notary Public.

The Survivor Thanks his Rescuer.

MR. EDITOR:—I am a survivor of the steamship Pacific, that was wrecked on the 4th inst., about 8 o'clock p. m. near Cape Flattery, W. T., and am desirous through the papers to return my sincere thanks to Capt. J. F. Gilkey of the American ship Messenger for the many kindnesses extended to me on board his ship after he rescued me from a piece of the wreck on which I was found by him, having been in the water about 38 hours. When I was picked up by Capt. Gilkey I was so much exhausted that but for the kindnesses and attentions I received on board his ship I could not have survived, and for that kind treatment I am indebted to him for my life.

H. F. JELLY,
of Port Standley, Ontario, Canada.
Port Townsend, W. T., Nov. 8th, 1875.

To the Rescue.

The U. S. revenue cutter Oliver Wolcott left Port Townsend early yesterday morning to search for survivors, and Mr. Goodhue, agent of the O. S. S Co., dispatched the Gussie Telfair from this port last evening on a similar errand.

Pacific's Officers.

Captain—J. D. Howell.
First Officer— — McDonough.
Second Officer — —
Third Officer—Mr. Lewis.
Chief Engineer—Frank Houston.
1st Assistant Engineer—Mr. Jasper.
2d Assistant Engineer—Mr. Bassett.
Purser—Mr. Hite.
Freight Clerk—Mr. Beebe.
Steward—John Martin.

Officers and crew of the unfortunate ship numbered about 52 souls.

The Telfair in the Fatal Gale.

The Gussie Telfair was caught by the same gale in which the Pacific went down. The glass fell to 29.45; wind from the S.E.; weather foggy. The blow came up at 8 or 9 o'clock at night, and at one time there were six inches of water in the steamer's cabin. The Telfair reached Neah Bay at 3 o'clock p. m. on Friday and the gale was still raging.

Additional Passengers.

In addition to the list given above Dennis Cain and R. Lyons (of Cassiar), J. Pelletier (late of the Globe), Mr. and Mrs. Keller and child (of San Francisco), and a large number of passengers from Puget Sound, Oregon and Cassia, were on board.

The Freight.

Was large and valuable, principally from Puget Sound. Victoria shippers sent furs and hides.

The Treasure

Shipped was as follows: Mr. F. Garesche, $29,220; Bank British North America, $28,336; Bank British Columbia, $21,245; and about $100,000 in private hands.

Startling Story!

A Former Victorian Running Naked and Wild on the Mainland!

Following is an extract from a private letter received from Clinton on Saturday. The person alluded to was an axman in the employ of a C. P. R. Survey party in 1871 and suddenly went mad while on Thompson River and plunged into the woods. From the extract there would seem to be no doubt that he is still living in a state of wildness:

"You may perhaps remember Martin, a German who had a store on Kanaka road, Victoria. He left a C. P R. survey party and was occasionally seen for that season on the mountains; last winter in the coldest time he was also seen by Indians after he had crossed the Thompson river on the ice. It is wonderful how he managed to exist during the intense cold. A few days ago he came to the sheep-run of Peter Frazer, on Stump Lake, between Kamloops and Nicola. He carries his rifle which was very rusty; he had as clothing a strip of what appeared to be a piece of old trousers around his neck and not another rag or hat; his hair is gray and matted and hangs down on his shoulders, and his body has become thickly covered with hair like an animal of the gorilla species. He asked the shepherd for something to eat and he gave him the remnants of his dinner. The shepherd asked many questions, but received no answer, the wild man appearing to be deaf. After he had finished eating he said, "That is the first bread I have eaten in five years." Whilst eating he stood leaning on his rifle. The shepherd offered him clothes, but he seemed unconscious of anything said and walked away. From carrying his rusty rifle his right shoulder is a little drooped. He carries it in his hand and walks slowly and erect. The reason he has not been seen more frequently is that he keeps to the high benches and does not appear to want to leave them. He headed towards Nicola Valley. When he first took to the woods he got into the mountains at the back of Cornwall's and was frequently seen there, but would run away and hide. It seems impossible to live without freezing with the mercury at 50 deg. below, zero and the inference is that the blood of the insane has a cold-assisting power much greater than that of sane people."

THE BAZAAR.—A ladies' bazaar for the benefit of St. Joseph's Hospital, will be held in Philharmonic Hall on this and three succeeding days. A great many handsome articles, the handiwork of the Sisters and Orphans of St. Ann's, will be offered for sale. The object is worthy and deserves the support and encouragement of everyone. Ladies who have volunteered to assist are to meet at the hall to-day.

TO ALL INTERESTED IN AGRICULTURAL ADVANCEMENT.—On account of the small show at the Saanich ploughing match through the previous inclement weather, a meeting will be held at the Swan Lake Hotel on Wednesday evening at 7 p. m. with the view to arrange a match for the championship of British Columbia. All are cordially invited to attend.

THE Fanny Morgan Phelps Company have decided not to play to-night so as to avoid clashing with the Bazaar at Philharmonic Hall. There will be a grand performance to-morrow night and also on Thursday.

CAPT. PARSONS was on board the Prince Alfred when she was wrecked; was on board the Los Angeles when she broke her shaft; purchased tickets for San Francisco by the Dakota, but was unable to get away in her; sailed in the Pacific on Thursday last, and is reported lost with all his family.

TO NANAIMO.—Schooner Letitia to-day sails for Nanaimo, via Swinimish, for another load of coal for the Seattle Gas Company. *Seattle Tribune.*

SEATTLE has to come to Nanaimo for coal, has she?

THE ORIZABA.—We hear that the trip which has terminated so disastrously was to have been the last of the steamship Pacific, and that the steamship Orazaba will sail to-day from San Francisco for Victoria in the G. N. & P. line.

THE steamer Isabel went round to Esquimalt on Sunday and carried out an anchor and 60 fathoms of cable from the Nation's Hope to give the crew a chance to haul her off at high tide.

MR. CHAS. REDFERN arrived at San Francisco on Thursday last *en route* for this place and will leave the former place on the 10th inst. for home.

THE steamer North Pacific, with a mail, 40 passengers, and a quantity of live stock, arrived from Puget Sound ports at 4 o'clock yesterday afternoon.

REV. A. B. NICHOLSON (Presbyterian) will preach Sunday, Nov. 14th, at South Saanich schoolhouse at 11 a. m. At North Saanich at 2:30 p. m. *

A SPECIAL REPORTER OF THE COLONIST was dispatched to the scene of the wreck in the steamer Gussie Telfair last evening.

THE WEEKLY BRITISH COLONIST, containing a full account of the loss of the Pacific, will be printed this morning.

THE Prince of Wales enters his 35th year to-day.

LOST.—Five men of Mr. Cambie's party C. P. R. S. were lost on the Pacific.

THE steamship Pacific was 28 years of age.

NOTICE.—In regard to Mr. G. W. A. Lange's advertisement I wish my customers to understand that I did not authorize him to use my name, and if any transfer their custom to him it will be at their own risk.—J. L. JUNGERMANN. *

Municipal Police Court.

[Before A. C. Elliott, Esq.]

MONDAY, Nov. 8.

Joe Carson, on remand, charged with stealing a watch from Capt. Hughes, was again remanded till Saturday.

Two Bella Bella Indians were condemned to 24 hours imprisonment each for fighting and disturbing the peace.

DELAYED DESPATCHES.

Eastern States.

NEW YORK, Nov. 5.—At a business meeting at Plymouth Church, Brooklyn, last evening, the names of Deacon West and Mrs. Moulton were dropped from the roll of membership, on the ground of continued absence from ssrvice of the church. Deacon West was not present. Roger A. Pryor read a protest signed by Mrs. Moulton, and which closed as follows: "My absence is an enforced one, and is caused by the crime of adultery, committed by Henry Ward Beecher, pastor of this church, with one of his parishoners which I know to be a fact, through Beecher's confession to me and through confessions of Mrs. Tilton, and through conclusive evidence of the crime from other sources. I appear before this church in loyal obedience to the summons which I have received, and I hereby declare my disposition and desire to discharge all duties devolving on me as a member that are consistent with the knowledge of the adultery of the pastor and his false swearing in regard to it."

NEW YORK, Nov. 5.—The New York and Brooklyn Association of Congregational ministers has taken action, it is alleged, which will certainly revive the Beecher scandal. A committee of its members have been appointed and instructed to report, after careful examination of the charges, whether the association ought to retain Beecher in membership. It was said last evening Beecher would withdraw from the association rather than submit to the investigation.

NEW YORK, Nov. 5.—There is a perceptible falling off in the attendance at Moody and Sankey's prayer meetings, held in Talmage's tabernacle every morning. The decreased attendance was accounted for by the election, on Wednesday by anxiety to know the result of it, and on Thursday by rain. To-day there is neither election, anxiety nor rain, and yet there is the smallest attendance of the week.

Plymouth Church has adopted a resolution providing that Beecher and his deacons confer with Mr. Moody, and that they be authorized, if the evangelist makes no objection, to announce the first series of prayer-meetings daily for next Monday. In the discussion on this subject one member said, "Let us show enough of Christian spirit to go with others to the meetings in the tabernacle. Let us show no desire to stand aloof from sister churches, even though they may not feel cordial towards us."

Europe.

MADRID, Nov. 5.—The "Diario Espanol" says the Vatican has sent a note to Madrid, which expresses approval of Cardinal Simoni's condnct regarding the circular. The note insisis upon the execution of the concordat, and refuses to recognize the royal placet; attributes civil war to religious toleration, and demands that the bishop of Urgel be tried by ecclesiastical judges, and not by ordinary tribunals.

LONDON, Nov. 5.—Col. Gowen, of New York, who raised the wreck of the Russian fleet in the harbor of Sebastapol, has been officially invited by the British admiralty to put in proposals for raising the ironclad Vanguard.

CONSTANTINOPLE, Nov. 5.—General Ignatiefft, Russian embassador, had a long interview with the Sultan yesterday. He represented to him the maladministration of the country, the discontent of the population, the dilapidation of financial affairs and the consequent urgency of reform.

MADRID, Nov. 4.— The "Epoca" says it knew nothing of the America Cuba memorandum, and believes recent dispatches greatly exaggerated the affair. The "Cronista Ministerial" believes American fillibusters invented the news of the equipment of five frigates for Cuba in order to create complications.

LONDON, Nov. 4.—A special from Berlin says: Prussia has asked Austria to prevent Bishop Foerester, while residing in the Austrian part of his diocese, from exercising any Episcopal functions touching the Prussian portion.

BERLIN, Nov. 4.—Parliament has ratified the treaty of commerce with the republic of Costa Rica. Herr Von Delbruck stated in parliament that the government intends sending representatives to Central America for the purpose of extending treaty relations.

LONDON, Nov. 4.—The "Pall Mall Gazette" to day is authorized to state that the admiralty fugitive slave circular will be withdrawn and new instructions issued.

LONDON, Nov. 3.—G. A. Wliis & Co., merchants, have failed. Liabilities about half a million of dollars.

The rate of discount in open market for three months' bills is 3 per cent., one per cent., below the Bank of England rate. Discount rate firmer. In consequence of heavy German orders bank rates will probably remain unchanged to-morrow. Rate for money at the Stock Exchange on government securities, 2½ per cent.

LONDON, Nov. 4.—5. P. M.—Minister Schenck has written a letter to the *Times* exposing the systematic sale of fictitious American university degrees.

A special dispatch to the *Morning Post* reports that the Carlists have reoccupied Orduna.

A telegram to the same paper from Berlin says: Realsberg arsenal was almost totally destroyed by five yesterday. Forty thousand rifles were destroyed. The total loss is estimated at 5,000,000 marks.

John James Ronaldson & Sons, West India merchants, of Mincing Lane, have failed. Liabilities, $350,000.

ROTTERDAM, Nov. 3.—The steamship Rotterdam, from this port for New York, is aground in the Meuse.

LONDON, Nov. 3.—Cardinal McCloskey to-day received prominent Americans. He leaves for Dublin on Friday, and his early departure will prevent the presentation of an address of welcome.

MADRID, Nov. 3.—*El Cronista* announces that the King will take command of the Northern army early in December.

An official dispatch from Martinez Campas states that the last of the Carlist rebels in Catalonia, numbering 680, including six commanders, ask amnesty. The pacification of the province is reported complete.

LONDON, Nov. 4. — A Berlin special says: It is affirmed that Russia is not desirous of acting independently in the Herzegovinian matter. The three powers continue in complete harmony.

MADRID, Nov. 4.—There is no foundation for the statement that Spain has ordered an equipment of five men-of-war for Cuban waters.

VIENNA, Nov. 5.—The *Neue Free Presse* states that Ignatef, Russian ambassador to Constantinople, has had an interview with the Grand Vizier, and threatened the armed intervention of the powers if the persecution of Christians continue in Turkey.

LONDON, Nov. 5.—The *Daily News* special from Alexandria reports that the people of Koka on the White Nile have revolted and defeated the Egyptian troops, killing a hundred. Reinforcements have been sent.

LONDON, Nov. 4.—The *Morning Post* of October 23d has a Berlin dispatch of the 22d, saying the depression of trade is felt so keenly by the industrial classes that the Government has been requested, as a means of preventing acute distress, to resort to a measure successfully adopted in the last two wars, namely, the establishment of loan banks. The government has not as yet shown much inclination to accede to the request. Serious distress is anticipated among the industrial working classes during the coming winter, and apprehensions are also entertained of a crisis in financial circles.

Canada.

MONTREAL, Nov. 4.—To-day Judge McKay caused a writ of injunction to be issued preventing the board of managers of the temporalities fund, of the Presbyterian church in Canada, in connection with the Church of Scotland, from transferring it to the newly formed Presbyterian church of Canada. The writ was issued on petition of Rev. Gavin Long and other non-unionists, who maintain that the fund, amounting to over $450,000, is the property of the Church of Scotland and can't go to the newly formed church.

NAPANEE, Ont., Nov. 8.—J. W. Marsh, of the Bank of British North America, committed suicide this morning.

Central America.

PENANG, Nov. 4.—A British resident has been murdered in Malayan territory and troops have gone there to punish the murderers.

PHILIP JAMES, M. D., Physician and Accoucheur of 45 years' experience, offers his services to the inhabitants of Victoria. Extracts Polypus and Cancer without the use of the knife. Rheumatic pains cured in one hour. Pandora street, above the Synagogue.

Mrs. James presents her compliments to the ladies of Victoria as a practical Midwife of 20 years experience. * *

DISTRIBUTION OF PROFITS, 1875.

SPECIAL NOTICE.

The next Division of Profits will be made among Policies in existence at 15th November, 1875, and all who assure on or before that date will rank for a year's bonus on that occasion.

THE STANDARD

LIFE ASSURANCE CO.,

Established 1825.

GOVERNOR:

HIS GRACE THE DUKE OF BUCCLEUCH AND QUEENSBERRY, K. G.

Head Office, Edinburgh, 3 & 5 George St.

THE FORTY-NINTH ANNUAL GENERAL Meeting of the Company was held at Edinburgh on Wednesday, the 28th April, 1875, when the following results were communicated.

RESULTS COMMUNICATED I REPORT BY THE DIRECTORS.

Amount Proposed for Assurance during the Year 1874 (2001) Proposals £1,322,935 18 0

Amount of Assurances accepted during the year 1874 (1671) Policies £1.088,665 18 0

Annual Premiums on New Policies during the year 1874. - - - £35,891 17 1

Claims by Death during the year 1874, exclusive of bonus additions - £336,644 7 11

Amount of Assurances accepted during the last five years - - £5,720,234 19 10

Subsisting Assurances at 15th November, 1874, (of which £986,103. 12s. is Reassured with other offices) £17,779,362 2 6

REVENUE, £733,111 19s. 9d. per annum.

ASSETS, £4,821,005 17s. 10.

A Full Report of the proceedings at the meeting and all further information may be obtained on application at the Agency of the Company.

SPENCER C. THOMPSON, Manager.
D. CLUNIE GREGOR, Secretary.

BRITISH COLUMBIA—VICT. BOARD OF DIRECTORS

J. F. McCREIGHT, Esq., Barrister, M.P.P.
A. J. LANGLEY, Esq., J.P.
WILLIAM BAINES, Esq., Merchant.
C. S JONES, Esq., Accountant Bank British Col.

MEDICAL OFFICER—DR. JAMES TRIMBLE.

Agents and Secretaries to the Board—

se12 2m2p STAHLSCHMIDT & CO.

R. BAKER & SON,

DEALERS IN

FLOUR AND FEED

—AND—

Island & Oregon Produce,

WHARF Street, foot of Yates,

VICTORIA.

Cash Paid for Produce of all kinds. Goods delivered Free of Charge to any part of the city. 1o3

Hotels, Saloons, &c.

NEW RESTAURANT,

JOHNSON ST., VICTORIA, B. C.

(Next door to the California Saloon.)

HAVING BEEN CLEANED AND REFITTED will be open to-morrow for the accommodation of the Public.

Board & Lodging per week	$5 50
Board per week	4 50
Board per day	1 00
Single Meals	37½

SAM SING, Proprietor.

Victoria, B.C., Sept. 18th, 1875. oc22

GLOBE HOTEL,

FORT ST., bet. Government & Broad Sts.

THE UNDERSIGNED HAVING OPENED this establishment is prepared to receive and accommodate the traveling public with

GOOD BEDS.

A BAR AND BILLIARD ROOM attached to the Premises. CHARLES MARTIN.

Victoria, B.C., Sept. 8, 1875. se10

ANGEL HOTEL,

LANGLEY STREET,

LATE BAILEY'S LATE EBERHARDT

CHARLES MORTON, PROPRETOR.

The Scale of Charges:

Board and Lodging per Week	$6 00
do do per Day	1 00
Board per Week	5 00
Single Meals	37½
Beds	50

The Bar is well supplied with the best Wines, Liquors and Cigars.

A Fireproof Safe in the House. oc 28 dwtf

ST. NICHOLAS HOTEL,

GOVERNMENT STREET,

TREHART & HEMENOVER, - - - PROPRIETORS.

TWO NEW BILLIARD TABLES

FITTED WITH

Phelan's Patent Fast Wire Cushions

Billiard players should give them a trial. The Fastest Tables in the City.

The Best of WINES, LIQUORS and CIGARS at the Bar. se17

Colonial Hotel and Driard House.

GOVERNMENT AND VIEW STREETS, VICTORIA B.C.

THE UNDERSIGNED HAVING PURCHASED the Colonial Hotel and Driard House, will spare no effort to keep the establishments in first class style and render guests as comfortable as in any house on the Coast.

None but the Best Wines, Liquors and Cigars will be dispensed.

mh7 L. S. LUGAS, Proprietor.

ST. GEORGE HOTEL,

Government Street,

BETWEEN YATES AND JOHNSON, VICTORIA, B. C.

Built of Brick, Newly Furnished, has First-Class Accommodations AT LOWEST RATES.

ja8 JOHN J. JACOBS, Proprietor.

Pacific Telegraph Hotel,

STORE STREET, BETWEEN HERALD AND FISGARD

Victoria, B. C.

Andrew Astrico, - - Proprietor

THE MOST COMMODIOUS AND CLEAN Hotel in Victoria. It is conducted on the European principle. The table is supplied with the very best the market affords.

MEALS at all hours of the day. Private Dining Rooms for Families.

CHARGES—Board and Lodging per Week, $5 50 to $6 50; Board and Lodging per Day $1. Single Meals, 37½ cents; Beds, 50 cents.

TERMS—Cash in advance.

Fire-proof Safe in the House. fe 18 3m

TEMPERANCE HOTEL.

MRS. BILLINGS & CO.

HAVING LEASED THE FIREPROOF building, corner of Fort and Douglas sts have refurnished the same and will open it on

Monday, March 8th,

As a First-class Boarding House, and by strict attention to business hope to receive a share of public patronage. No pains will be spared in securing the comfort and accommodation of guests.

Single Meals	37½cts
Beds, (per night)	50cts.

mh6

Brahma Fowls

For Sale.

100 PURE BRED LIGHT BRAHMA FOWLS. The best layers known. Price $4 each, by JOHN GERRITSEN, Baker and Groser, Humboldt st., Victoria. se9dw

DR. MA CHOO TSUNG,

(FROM CANTON)

Surgeon and Physician,

CORMORANT ST., opp. Orleans Hotel.

CERTIFIED BY ENGLISH AND AMERICAN Consuls at Canton as being duly qualified, respectfully solicits the attention of the afflicted. no11 1m

MINERS, FARMERS, LUMBERMEN,

Contractors & others,

READ! MARK! LEARN!

tHa tUc AnpR oCur Efr omW j je ffr eeCo rnEr ofYateSAN Dgov Er nm EnT st ree tSV ict oRia afIne a sso Rtm Ent ofC Lothi Ng unDe RC Lo thi Ng aN Dgen Tlem En's fUrn isHi Ng gOO dS ConS isTi Ng of germ anS UiTs aMer I CanS UiTs cAna Dia Ns UiTs a Nd eNgl isHs UiTs in woRs Ted BeaV eRT wee Dmel Ton milLed aNd wes Tof eNgl aNd Broa Dcl OthS Tal LhaTs loWh aTs nar rowh aTs wid EhaTs Blackh aTs Whi Teh aTs Dra bH aTs bRo wNh aTs. Clo Ths HirTs fLan Ne Lsh irTs boiL Eds HirTs FanC ys HirTs a Nd alLo The rk Inds oFs HirTs.

HeH asjUstr EceIvedAl Arge Lo to fgOO dss UiTa Ble forT He FaL la Ndw InTer. Ove Rco Ats a Nd waT terp Roof gOo Dsin gre At vari ety REMEMBER Thes Ego Ods Arem Arke din PLAIN FIGURES att He lowe stpo ss iblepriceforcash andhis motto is

ONE PRICE & NO ABATEMENT.

se10

Miscellaneous.

FRENCH MEDICINES

PREPARED BY

GRIMAULT & CO.,

PHARMACEUTICAL CHEMISTS,

8, RUE VIVIENNE,

PARIS.

OF all the medicines offered to the public for many years past, none have met with such favorable reception, or been so generally approved by the Medical Profession, as those prepared by Grimault and Co.

The model laboratories of this firm, situated at Neuilly-sur-Seine, and managed by Dr. Leconte, Professor in the Faculty of Medicine, ex-Pharmacist of the Hospitals of Paris, and formerly Assistant of Dr. Claude Bernard, Professor of Physiology at the College of France, offer guarantees to be found in no other establishment.

NURSING---PREGNANCY---EXHAUSTION.

Busart's Lactophosphate of Lime Preparations.

The preparations having Lactophosphate of Lime at their base, known as Dusart's Wine and Syrup are the most valuable tonic restoratives known. They promote the formation and the nutrition of tissues, render nurses' milk more rich and plentiful, and aid the formation of the infant during pregnancy. They stimulate the appetite, agree with feeble persons, convalescents, old people, and especially with children to counteract the tendency to rickets.

GRIMAULT & CO'S

Syrup of Hypophosphite of Lime.

An excellent remedy for all affections of the chest; it relieves coughs, effectually prevents nocturnal perspiration, and restores the patient's strength. This syrup is the only one which, ever since 1857, has invariably been attended with satisfactory results—a fact due to the purity of the hypophosphite employed. Be sure to observe that it bears the signature of Grimault and Co., on bottles of an oval shape, the syrup being always of a rose colour.

GRIMAULT & CO'S

Matico Injection and Capsules.

Composed of the essence extracted from the plant so called, they have been constantly employed with the most brilliant success in a certain class of contagious disease.

They combine extraordinary efficacy with the advantage of never causing nausea, eructations, or pains in the stomach, as do the gelatinous capsules which contain Balsam of Copahu in a liquid state; or the strictures which result from the use of injections having a metalic basis.

FOR SALE BY

Langley & Co.

VICTORIA,

Agents for British Columbia. ap16

LOY HING,

The celebrated manufacturer of

Good Cigars,

HAS REMOVED FROM STORE STREET to Johnson street next door to On Hing's.

He is now making the

Best Havana Cigars and Good Common Cigars.

The Trade Supplied. jy11 6m

J. FINLAYSON,

FAMILY GROCER

Tea and Coffee Dealer,

Fort street.

BEST JAVA COFFEE FRESH ROASTED and ground daily.

Goods delivered to any part of the city. je10

HALL'S VEGETABLE SICILIAN HAIR RENEWER.

This standard article is compounded with the greatest care.

Its effects are as wonderful and satisfactory as ever

It restores gray or faded hair to its youthful color.

It removes all eruptions, itching, and dandruff; and the scalp by its use becomes white and clean.

By its tonic properties it restores the capillary glands to their normal vigor, preventing baldness and making the Hair grow thick and strong.

As a dressing nothing has been found so effectual, or desirable.

Dr. A. A. Hayes, State Assayer of Massachusetts, says of it: "I consider it the best preparation for its intended purposes."

Buckingham's Dye

FOR THE WHISKERS.

This elegant preparation may be relied on to change the color of the beard from gray or any other undesirable shade, to brown, or black, at discretion. It is easily applied, being in one preparation, and quickly and effectually produces a permanent color which will neither rub nor wash off

MANUFACTURED BY

R. P. HALL & CO., Nashua, N. H.

SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE. jy30 4meodaw

Water. Water.

SUPPLIED BY

J. S. DRUMMOND

Prices Moderate,

Work Substantial.

Guaranteed Not to Leak Like the Pipes Laid by other Houses.

se26

Miscellaneous.

ON HING,

Dealer in

Groceries, Dry Goods,

Boots and Shoes, Clothing, Hats and Caps

HAS REMOVED

To Johnson street, one door East of Eastman's Butcher Shop.

Manufactures Drawers, Undershirts, Overalls, etc., which he offers for sale by Wholesale and Retail, at Low Rates. jal1 2m

Ayer's Cathartic Pills,

FOR ALL THE PURPOSES OF A FAMILY PHYSIC.

CURING

Costiveness, Jaundice, Dyspepsia, Indigestion, Dysentry, Foul Stomach & Breath, Erysipelas, Headache, Piles Rheumatism, Eruptions and Skin Diseases, Biliousness, Liver Complaint, Dropsy, Tetter, Tumors and Salt Rheum, Worms, Gout, Neuralgia, as a Dinner Pill, and Purifying the Blood.

Are the most congenial purgative yet effected. Their effects abundantly show how much they excel all other Pills. They are safe and pleasant to take, but powerful to cure. They purge out the foul humors of the blood; they stimulate the sluggish or disordered organ into action; and they impart health and tone to the whole being. They cure not only the every day complaints of everybody, but formidable and dangerous diseases. Most skilful physicians, most eminent clergymen, and our best citizens send certificates of cures performed and of great benefits they have derived from these Pills. They are the best physic for children, because mild and effectual Being sugar-coated, they are easy to take; and being purely vegetable, they are entirely harmless.

PREPARED BY

Dr. J. C. AYER & Co., Lowell, Mass.

Practical and Analytical Chemists.

SOLD BY ALL DRUGGISTS AND DEALERS IN MEDICINE. jy30 6meodaw

ELK LAKE WATER!

THE UNDERSIGNED IS FULLY PREPARED to

LAY ON WATER PIPES

At Prices Lower than any other firm in the City.

G. C. KEAYS,

se9 JOHNSON STREET.

DeWeiderhold & Co.,

Coal, Wood and Commission Merchants.

BEST NANAIMO COAL, well Screened and kept under cover, at $9 per ton of 2,000 lbs.

CORDWOOD, well seasoned Red Pine, at $4 50 per Cord.

Orders left at Messrs. T. Allsop & Co's, Government street, or at the Wharf, James Bay, will be promptly attended to. oc3

Frank Pagden & Co.

(Late Plummer & Pagden.)

AUCTIONEERS,

APPRAISERS, ACCOUNTANTS & COMMISSION AGENTS,

Wharf Street, Victoria

BEG TO ANNOUNCE THAT THEY HAVE taken the large building on Wharf Street, opposite the foot of Yates Street. From their lengthened experience in the above branches of business, and by promptness and attention they hope to secure share of the public support.

Stocks, Stock in Trade or Furniture purchased for cash.

Liberal advances made on Consignments

Books kept or audited, balance sheets made out statements prepared and a general Accountant's business confidentially transacted. c17

T. SHAW & J. KUNA,

Boiler Makers

—AND—

Sheet Iron Workers,

HAVE ESTABLISHED A BOILER SHOP on Broughton Street, corner of Government, and are prepared to estimate on and contract for new work at MODERATE PRICES

Particular attention paid to Repairs.

P. O. Box 189, Victoria, B. C. oc5 3m

NOTICE OF REMOVAL.

Mrs. Maynard's

NEW PHOTOGRAPHIC GALLERY

CORNER OF DOUGLAS & JOHNSON STREETS

VICTORIA, B. C.

IS NOW PREPARED TO TAKE ALL KINDS of Photographs in all the latest improvements.

On hand and for sale Views of British Columbia and Vancouver Island. Also, all kinds of Photographic Material.

As the New Gallery is well lighted I will guarantee satisfaction to all who will favor me with their patronage. oc32

BAZAAR. BAZAAR.

—IN AID OF—

ST. JOSEPH'S HOSPITAL,

Now in Course of Erection for the

Sisters of St. Ann.

A GRAND FANCY FAIR

WILL BE HELD AT THE

PHILHARMONIC HALL, Fort St.

—ON—

Tuesday, Wednesday and Thursday, Nov. 9th, 10th & 11th.

ADMISSION - - - - 25 CENTS.

AN BEAUTIFUL

COLLECTION OF FANCY WORK,

EXECUTED BY THE

SISTERS and ORPHANS,

Will be offered for sale, as also a

Large and Varied Assortment of Useful Articles.

The DINING and REFRESHMENT ROOM will be supplied with all the Delicacies of the Season.

Everything will be at such Moderate Prices that all can help in this work of charity. se2

[Standard copy.]

New Advertisements.

MRS. M. CLAIR,

SOLE AGENT FOR THE SALE OF

DR. RADCLIFFE'S GREAT REMEDY,

Seven Seals or Golden Wonder.

FOR INTERNAL AND EXTERNAL CURE.

A Source of Happiness to Millions of Suffering Humanity!

The abovementioned Medicines can be obtained from the following Agents:

MICHAEL MASSA, Government St., Victoria. BELL & NEWLAND, Clinton, B. C.

N. CUNIO, Barkerville; and

au28 3m dw MRS. M. CLAIR, Yale, B. C.

NEW GOODS

HENRY SHORT,

Gun & Rifle Maker,

FORT ST., opp. Scotch House,

Has received from London direct, a Large Assortment of

DOUBLE AND SINGLE BARRELLED GUNS,

Central Fire Breech-Loaders,

FISHING TACKLE IN GREAT VARIETY,

Pocket and Sporting Cutlery, Powder Flasks, Shot Pouches, Game Bags, Cartridge Belts, Apparatus for Filling Cartridges for Breech-loaders and a full assortment of Gun Tackle.

GUNS MADE TO ORDER. REPAIRING NEATLY EXECUTED.

se11

PHELPS, WADLEIGH & CO.,

Wholesale and Retail

BUTCHERS

Alhambra Building, Government St.,

[OPPOSITE POSTOFFICE, VICTORIA, B. C.]

YOUR FAVORS SOLICITED.

VICTORIA, Sept. 17, 1875. se18

"No Subterfuge!"

A Rare Chance for a Short Time Only!

COMPETITION! COMPETITION!!

—IN—

JEWELERY, WATCHES, SILVERWARE, ETC.

H. RUDOLPH

WILL REALLY OFFER HIS LARGE AND ELEGANT NEW STOCK AT

EXACTLY COST PRICE!

N. B.--Observe the Marked Prices in the Window.

oc13

NOTICE---REMOVAL

H. MANSELL

Has Removed his Business to his new brick store on GOVERNMENT St., opposite the COLONIST Office, where can be found one of the Largest and most varied

STOCK OF BOOTS & SHOES

In British Columbia, which will be SOLD CHEAP FOR CASH!

GENTS' BOOTS Made to Order in the most approved style.

REPAIRING Neatly and Quickly Done. jy10

TAI YUEN & CO.,

Merchants and General Dealers in

Groceries, Clothing,

And a General Assortment of

CHINESE GOODS,

Having begun business in the brick store at the junction of Government, Pandora and Comorant Sts. beg to offer their goods for sale at Reasonable Rates.

Purchasers from the Upper Country are invited to give us a call.

Victoria, June 1, 1875. je1

HENRY RHODES & CO.,

[Successors to JANION RHODES & CO.]

COMMISSION MERCHANTS,

STORE STREET, VICTORIA, B. C.

AGENTS—Northern Insurance Co.

AGENTS—Liverpool Board of Underwriters. oc9

T. LUBBE,

Yates St., Victoria, B. C.

FURS AND SKINS

PURCHASED AT HIGHEST MARKET RATES.

CASH ADVANCES made on Consignments to my correspondents in New York and London. je7 3m

NOTICE.

ON AND AFTER THIS DAY THE

ROYAL MAIL,

Four Horse Omnibus will run between

Victoria & Esquimalt

Leaving Victoria from the Post Office at 7 A.M., 11 A.M., and 4 P.M.

Leaving Esquimalt at 9:30 A.M., 2 P.M. and 5 P.M.

FARE - - - - - 50 CENTS.

J. W. WILLIAMS,

au10 Proprietor.

JAMES SYME,

ARCHITECT,

MASONIC BUILDING, GOVERNMENT ST.

Imje VICTORIA, B. C.

Insurance.

NORTHERN INSURANCE COMPANY,

—OF—

LONDON AND ABERDEEN.

FINANCIAL POSITION (1875.)

Subscribed Capital	£3,000,000
Accumulated Funds	1,778,000
Annual Revenue from Fire Premiums	313,000
Annual Revenue from Life Premiums	133,000
Annual Revenue from Interest upon Invested Funds	78,000

The undersigned have to announce that they are DULY APPOINTED AGENTS FOR THIS COMPANY in the Island of Vancouver, with authority to grant Insurance against Fire upon Buildings, Merchandise, etc. at Current Rates of Premium.

Forms, Copies of the Company's Annual Report, and full particulars may be obtained upon application.

FINDLAY, DURHAM & BRODIE,

no3 Victoria.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY,

ESTABLISHED, 1809.

CAPITAL, $2,000,000 STERLING,

Accumulated Funds - - £3,286,126,

LOSSES SETTLED WITH PROMPTITUDE AND LIBERALITY.

T. ALLSOP & CO., Agents,

no2 Government street.

The Standard

LIFE ASSURANCE COMPANY.

GOVERNOR:

HIS GRACE THE DUKE OF BUCCLEUCH AND QUEENSBERRY, K. G.

DEPUTY GOVERNORS:

THE RIGHT HON. THE EARL OF DALKEITH, M.
THE RIGHT HON. THE EARL OF STAIR, K. T.

PRINCIPAL OFFICES.

3 and 5 George Street, Edinburgh.
82 King William Street, 3 Pall Mall, East, } London.
66 Upper Sackville Street, Dublin.

MANAGER & ACTUARY—Wm. Thos. Thompson, F.R.S.

COLONIAL & FOREIGN SECRETARY—D. Clunie Gregor.

Total Amount of Invested Funds, £4,095,589 16 2.

Annual Revenue, £703,450 19 9.

AGENTS IN VICTORIA.

STAHLSCHMIDT & CO.

je15 Wharf Street

Imperial Fire Insurance COMPANY.

1 Old Broad Street and 16 Pall Mall, LONDON.

Instituted, 1808.

FOR INSURING HOUSES AND OTHER Buildings, Goods, Wares, Merchandise, Manufacturing and Farming Stock, Ships in Port, Harbor or Dock, and the Cargoes of such ships; also, Ships building or repairing, Barges or other Vessels, on navigable rivers and canals, and Goods on board such vessels, throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, from loss or damage by Fire.

Subscribed and Invested Capital—One Million Six Hundred Thousand Pounds.

Risks Accepted at Current Rates of Premium.

WELCH, RITHET & Co.,

Agents for British Columbia

my10 And Washington Territory.

THE UNION INSURANCE COMP'Y

Of San Francisco.

MARINE.

Capital Stock - - - - $750,000.

For Insuring Merchandise, Treasure, Commissions, Profits, &c. For Information, Rates of Premium, &c., &c., apply to

STAHLSCHMIDT & Co.

jy15 3m Agents.

Royal INSURANCE COMPANY

LIVERPOOL AND LONDON.

FIRE BRANCH.

The Revenue for the year 1874 amounted to £774,631, yielding a net profit, after providing for all expenses, of £200,139.

LIFE BRANCH.

The premium income for the year 1874 amounted to £240,635, and the ascertained profit has enabled the Directors to declare a Bonus to the participating Policy-holders equal to One and a-half per cent. per annum on sums assured.

Entire Invested Funds now exceed Three Million Pounds Sterling.

Fire Risks accepted and Life Policies issued by

SPROAT & CO.,

Agents for British Columbia.

Wharf St., 24th Sept., 1875, se25 1m

REMOVAL.

R. Maynard,

HAVING REMOVED HIS

BOOT, SHOE AND LEATHER STORE

TO THE COR. OF DOUGLAS & JOHNSON STS.

is now prepared to receive orders for every description of

BOOTS AND SHOES.

Parties in the Trade can be supplied with all kinds of

FRENCH KIP AND CALF,

UPPERS IN GREAT VARIETY,

Also, SEWING MACHINES adapted for Shoemakers,

my28 CASH PAID FOR HIDES.

DR. J. W. TREAT'S

INDEFATIGABLE 3-MINUTE CORN KILLER Extracts Corns Warts, Bunions and Moles, and all excrescences.

Dr. Treat's Nerve Killer cures Toothache in one minute.

Dr. Treat's Cal. Soap Root Tooth Paste removes Tartar, Calculi and all extraneous matter from the teeth almost immediately without injury to the enamel.

Can be had of all the Druggists in town.

LANGLEY & CO.,

Druggists, Yates Street, Victoria.

Agents for British Columbia. oc1 3m

PRINTED AND PUBLISHED DAILY BY DAVID W. HIGGINS, at his Office, Government street, Victoria, B. C.

Daily British Colonist.

WEDNESDAY MORNING, NOV. 10TH, 1875.

THE BRITISH COLONIST

Is the only Paper Published at Victoria that receives Regular Telegraphic Dispatches.

DEATHS.

In this city, on the 8th instant, James Dawson, a native of Clackmannanshire, Scotland, aged 56 years. The funeral will take place TO-DAY, from the Presbyterian Church, Courtney street, at half past three o'clock. Friends are invited to attend.

THE ISLAND RAILWAY

Arrival of Two Ships with Steel Rails.

The barque Unanima, Capt. W. A. Cairn, from Liverpool, with 1146 tons of steel rails for the Esquimalt-Nanaimo line, arrived in Esquimalt harbor last evening. She reports the barque Beulah, also from Liverpool, with a similar cargo, in the Straits. These two barques will discharge at the Hudson Bay Company's wharf, Esquimalt. They are consigned to Sproat & Co., inwards, and Henry Rhodes & Co. outwards.

The Loss of the Pacific.

The frightful catastrophe that hurried to their death nearly 300 persons within a few miles of this port, was the topic of general conversation yesterday, and a deep gloom seemed to have settled down upon the community and imparted its sombre hue to every countenance. Elsewhere we have endeavored to show that the collison theory is quite consistent with the statement of Mr. Jelly as to the situation of the steamship just before he "turned in" at 7 o'clock on the fatal evening; but it is quite within the range of possibility that the vessel struck a floating spar and had her bows crushed in by the shock. Not many days ago the English barque Blanche was caught in a severe gale off Columbia River and the Captain was forced to cut away a part of the masts and rigging to save his ship. Could it have been these derelict spars that sent the Pacific to the bottom?

Mr. H. L. Tibbals, who was at Port Townsend on Tuesday night of last week, and placed some cargo in the Pacific, scouts the story of there being five feet or any water in the vessel's hold at that time. The vessel was "trim" at that time the list observed as she lay at the wharf and by the dredger's crew was caused, he thinks, by the way in which the coal and freight taken on at Victoria were stowed away.

DREAMS.

A gentleman of this city on Wednesday evening last called at the hotel of another gentleman who was announced to sail on the Pacific, the next day, to say farewell. Having performed that duty he returned home and went to bed. In the middle of the night he awoke in great fright and alarmed his wife with his cries. Upon her enquiring what was the matter with him, he said he dreampt that he saw a steamship breaking in two and poor S. struggling in the water. He fell asleep again and thought no more of the dream until a COLONIST EXTRA announcing the terrible disaster was placed in his hands.

A young man who does business on Wharf street dreamed on Sunday night that the Pacific was lost and only one man saved. He fell asleep again and dreamed of the wreck and that sixteen lives were saved.

DISAPPOINTED, MAD AND GLAD.

A man named Lowe, stopping at the Angel Hotel, bought a cabin ticket by the Pacific on Wednesday last. On Thursday morning he overslept himself and the steamship sailed without him. He was terribly "down on his luck" until Monday, when he picked up a COLONIST EXTRA, and found therein reason to congratulate himself on his escape from the jaws of death.

INSURED.

We hear that the lives of Messrs. Moody, Garesche and Parsons were insured in the Mutual Life of New York.

IN THE STRAITS.

The barque Unanima, from Liverpool, with steel rails for the Island railway, reports passing through a large quantity of wreckage in the straits yesterday morning; but saw no signs of life anywhere.

PASSENGERS FROM SEATTLE.

The following cabin passengers took passage in the ill-starred steamship Pacific at Seattle and were probably lost with her: Ive Hellmute and wife, Mrs. Mahon and child, H. C. Victor. G. T. Vining, Fred. D. Hard, C. B. Davidson and wife, A. Robbins, T. Allison, O. McPherson, Wm. Maxwell and B. Woods, besides a number in the steerage.

ADDITIONS AND CORRECTIONS.

For Samuel Nicholson in the list of the Pacific's passengers read Samuel Nicheson. He was from Canada, where he leaves a wife and family. John Tarbet was a Scotchman. T. J. Robinson, George Skippon and E. C. Jaynes (whose names do not appear in the published lists) were Canadians. Mrs. Hurlburt, whose name is omitted from the list, was an American lady. Richard Cochran was an Irishman; he cooked for the party C. P. R. S.. B. F. Gretz, another omission, was on his way to procure a stock of goods. Richard Waldron, one of the discoverers of Cassiar, is among the lost.

PORT TOWNSEND, Nov. 8th, 1875.

H. L. TIBBALS, Esq., Victoria.

DEAR SIR.—You have by this time heard of the loss of the Pacific. Thus far the only passenger known to be saved is Mr. Henry T. Jelly, a civil engineer engaged last summer in the Canadian railway survey in British Columbia. He was picked up on Saturday morning last while drifting about in the straits by ship Messenger, Capt. J. T. Gilkey, and brought to this port. Capt. Gilkey states that his attention was called to the unusual quantity of drift stuff floating about in the entrance of the straits and he ordered an extra lookout to be kept. At last his eye rested on what seemed to be a snag, but by aid of his glass he saw that it was a man waving his arms; he ran as near as he dared and hailed him, told him to keep up a heart and he would send assistance; as soon as he could heave-to he lowered a boat and picked up Mr. Jelly who was lashed to the pilot house. He says that about 8 o'clock Thursday night, 30 miles south of Cape Flattery, the steamer ran afoul of a vessel and immediately filled and sank. He was in his stateroom and ran forward and saw lights of some vessel, but the weather was thick and very dark. Capt. Howell sang out "The Pacific is sinking, let everyone look out for themselves." The ladies were all crowded into one boat which overloaded her, and they becoming frightened capsized her and all were drowned. Jelly and another man got on the pilot house. There were quantities of life preservers floating about and from them he cut enough cord to lash himself to the pilot house. The other man soon died. Jelly then drifted close up to Tatoosh Island, as he says at one time within ten feet of a rock and thought he would be washed ashore; but an eddy took him and swept him over to the Vancouver shore, and then the flood tide set him up the straits when he was picked up by the Messenger. He says the next morning he saw rafts and people on them. The wind was from S. E. all day Thursday, but not blowing a gale. Capt. Sorman who arrived here yesterday morning told me that on Thursday he had moderate weather all day. Strong hopes are entertained here that there will be other passengers saved, and yesterday forenoon the Goliah went down to Neah Bay, and last evening the cutter which has just returned from a cruise up Sound went down to cruise thoroughly on the scene of the disaster. If any are saved they are at Neah Bay, and I almost feel confident that the Goliah will bring some more rescued persons, for it can't be possible that out of all that large number of persons, Mr. Jelly alone was saved. And the belief on my mind is stronger from the fact that Capt. Blinn of the Grace Darling, Capt. Sorman and Capt. Gilkey of the Messenger all agree that the weather last Thursday was not heavy.

Mr. Jelly not being a sailor can give only a landsman's view of the disaster, and in truth he was so confused that all he really knows is, that he felt and heard the crash and heard them sing out "we've run down a vessel." I hope when the Goliah returns to get further particulars.

Very truly yours,
JAMES G. SWAN.

GOLD IN A NEW MATRIX.—The Port Townsend *Argus* says that a late assay of a specimen of the sandstone found at the head of Port Townsend Bay, made by Mr. Reichling of San Francisco, reveals the fact of the existence therein of both gold and silver. We have been shown a letter from a party in the above named city, giving some particulars connected with the assaying of a fragment of the stone which says: "Two facts in relation to it are certain. First, that close by, and probably within twenty feet, there must necessarily be a well defined lead which carries both gold and silver. Second, that the further the lead is followed the richer it is likely to be."

HOPS.—At San Francisco the price of hops has hardened a little in the past week or ten days, under the holding back process. There is a prospect that really fine qualities will command fair prices late in the season. The foreign accounts have undergone a very decided change from the tenor of a month ago, and it now looks as though there would be an outlet for such strictly choice hops as we may have to dispose of. We notice already the presence of considerable inquiry for prime grades for export, and there is also more demand from consumers for yearlings and older growths, which are in short supply; sales about 400 bales 1875's at 14@18c. The improved tone in the New York market is due to the disastrous reports from England

EARTHQUAKE.—A correspondent of the Port Townsend *Argus* writing under date of Neah Bay, Oct. 27th, says: "On the night of the 23d inst. some Makah Indians were camped about three miles below Crescent Bay on their way down with some horses, felt a terrific earthquake, throwing them down and stampeding their horses. They were terribly frightened, one of them has not got over his fright yet. They say the 'illahe was awful ma-sa-che;' parties above and below Crescent Bay did not notice it. The Indians captured a huge whale a few days age and were fast to it for several days out sight of land; it finally drifted ashore at Nit Nat, where it was cut up and brought home with great rejoicing by their friends who began to mourn them as dead. This makes the second whale captured by the Makah Indians this season."
R.

BITTER DISAPPOINTMENT.—As the bark Unanima, from, London sailed into Esquimalt harbor yesterday, a lady and several children were observed on deck. A report at once spread that they were passengers who had been rescued from the wreck of the steamship Pacific, and for a few moments hope beat high in the hearts of the Esquimalt people. The revulsion was severe when it was learned that the lady and children were the captain's family.

THE BAZAAR.—The Ladies' Bazaar in aid of St. Joseph's Hospital opened last evening. The attendance was good, and the display of articles the best yet made here. The tables were attended by ladies of every denomination, and we are exceedingly sorry that a press of other duties prevents an extended notice of the pleasant affair to-day. The captain of the barque Blanche kindly lent the flags of that vessel for decorative purposes.

DEEPLY AFFLICTED.—The family of Ex-Mayor McMillan are in deep affliction Within the past five years they have lost two sons, and by the wreck of the Pacific they lose a daughter—Mrs. Samuel Moote of San Francisco, who was returning from a visit to her father and mother,

THE "Children's Home" in London, connected with the English Wesleyan Conference, under the charge of Rev. T. B. Stevenson, is accomplishing great good. It was established in 1869, with two poor boys, and now consists of four branches. It has three hundred children in training. Two hundred have been sent out to earn a living by honest labor.

THE flags on the City Hall, American Consulate, American Hotel and other places drooped at half-mast yesterday.

County Court.

[Before Hon. A. F. Pemberton.]

TUESDAY, Nov. 9th.

Aaron Pope *vs.* John Henderson—Action for $40. It appeared that plaintiff had been induced to go to Cariboo to work in the mines by the defendant guaranteeing that plaintiff should have $50 a month from the time of leaving Victoria until his return and all expenses. The plaintiff worked for defendant in Cariboo in the Black Jack claim and was offered by defendant the alternative of $5 per day, which he refused, preferring the first arrangement. The defendant received the wages payable by the Company in respect of plaintiff's work. The plaintiff now claimed $5 per day additional for eight Sundays' work. He had been paid the $50 a month and expenses. It was contended by defendant that the Sundays work was included in the months' services, both from the contract itself and the custom of the mines. Judgment for defendant with costs.

Mr. Robertson, Q. C., for plaintiff, and Mr. Alex. Davie for defendant.

Engelhardt *vs.* P. M. Steamship Co.—This was a suit to recover $70 as compensation for the use of plaintiff's wharf by defendants' steamships. Defendants, through their agents, paid $30 into Court Judgment for $30, each side to pay its own costs.

For plaintiff, Mr. Robertson, Q. C.; for the defendants, Messrs. Drake & Jackson.

Where is the Fantome?

H. M. Ship Fantome sailed from San Francisco on the 30th ult., and is overdue at this port. She was expected at Esquimalt last Friday. On Thursday the steamship Pacific collided with a strange vessel. We do not believe for a moment that that vessel was the Fantome; but her non-arrival at this time is creating a feeling of anxiety here.

FALL RACES.—Three races will be run to-day—the first race commencing at one o'clock, p. m. The entries were all made last night, and as the horses are all fast, great sport is anticipated. The rules of the Bay District Fair Ground Association of California will be observed.

P. O. H.—The ladies committee of P. O. Home return their thanks to the following persons for gifts to the Orphanage during October: Mrs. Carr, milk, Mrs. Sargeson, do; Mrs. Fawcett, do-Mrs. Andean, fruit; Mrs. Sinclair, vegetables; Dr. Tolmie, ¼ beef, and Mrs. Thain, books.

THE number of vessels entering at the Custom House for the Puget Sound District for October was 39, registering 23,200 tons; cleared during same time, 65, embracing 17,203;—total, 74, registering 40,403 tons. The exports to foreign countries amounted $53,133.

A LARGE EXTRA EDITION of the BRITISH COLONIST containing the only correct account of the wreck of the steamship Pacific, as taken down from the survivor's lips, was worked. Several hundred were sold yesterday. The edition is not quite exhausted.

THE WIRES worked for half-an-hour yesterday and some dispatches came through from Portland. It is believed that the intelligence of the wreck of the Pacific has reached San Francisco.

SEATTLE shipped 9,639 tons of coal last month. The shipments for the 9 months of the present year aggregate 56,768 tons. So says the *Tribune*.

SANITARY.—A Mrs. Brown was fined $10 and $3 costs by the city Police Magistrate yesterday, for a continued violation of the sanitary by-law.

NOT ON BOARD.—Richard Lyons and J. Pelletier were not on board the Pacific They went to San Francisco in the mail steamship Dakota.

R. E. CHURCH CONCERT.—The practice for this concert has been postponed until to-morrow week in consequence of the great disaster.

THE steamship Salvador sailed from Seattle for Victoria at 6 o'clock last evening, and will sail hence at 1 o'clock this afternoon for San Francisco.

CAPT. DAWSON, who was once prominently identified with whaling in the gulf, died yesterday.

WANTED.—A British Columbia Plimsoll to examine hulls and put an end to the era of tubs.

English Mail.

[Per steamer North Pacific.]

On Wednesday, Oct. 6, the Right Hon. Sir Stafford Northcote, Chancellor of the Exchequer, visited Middlesborough, to inspect a breakwater and other works at the mouth of the Tees, where also a graving dock of large dimensions is to be built. After laying the foundation stone of the graving dock he made a speech, in the course of which he thus laid down what the Imperial policy should be:—

"There are, indeed, some who say that because we have attained to an unexampled pitch of prosperity and wealth, because we have enjoyed, and seem likely, by the blessing of God, to continue to enjoy, the blessing of peace—that because we have to some extent retired from those transactions in which we at one time took part in connection with dynastic struggles and Continental affairs, and no longer expose ourselves to the risk of continually plunging the people of this country into war for causes in which they have little or no interest (hear, hear). I say that it is sometimes said that because England has assumed that position, she is retreating from her place before the world, and that she is assuming an insular policy and an insular position in the world, and that the pride of her former days has departed, and the spirit of her sons is lulled by wealth and prosperity. But I say that is a doctrine which we ought to repudiate, and which we do repudiate — (cheers) — and that, although it be perfectly true in one sense that as the position which England holds is an insular one, so her policy is and must be an insular one. Yet I claim for myself the right to put my own interpretation upon these words, "an insular policy," and I ask you what they mean. I ask you to say that an insular policy means a maritime policy, and that a maritime policy is that which spreads the influence and interest of England all over the ocean and all over the habitable globe—(hear, hear,)—that is a policy which unites us with our great scattered, but happily, fast becoming united, Colonial Empire, and one which brings us into connection with every nation that is connected with the sea, with every nation where commerce or civilization is spreading. The policy of England is to continue to hold the first position in the development not only of our own great Empire, but of commerce and civilization throughout the globe. It is not because civilization is extending, it is not because our own Empire is growing, that our work becomes less; on the contrary, though it has changed in some degree its character, it is becoming even greater in importance. We have still to carry forward commercial freedom; we have still to set forward before the nations the spectacle of political freedom; we have still to carry through the world that which was England's proudest standard, the standard of personal freedom. Although much has been done in all these three directions, although much has been done to put an end to restricted commercial policy, although much has been done to expand and strengthen political institutions, although great blows have been struck mainly by the hand of England at the worst evils of slavery, yet in all these three directions we have still to maintain the ground which we have gained, and to carry further the standard which we have taken so far."

Mr. Thomas Potts, Commissioner of Emigration for the Dominion of Canada, sailed Tuesday, Oct. 5th, in the Allan steamer Nova Scotian for Canada. He is said to be the bearer of an important memorial to the Canadian Government, urging immediate legislation placing Canadian vessels under the control of the Canadian Board of Trade, and the appointment of Canadian surveyors to see that such regulations are carried out.

A Cape Town telegraph of September 10 says:—A dispatch dated Kimberley, September 2, has been published here, stating that three-fourths of the elected members of the Council of Griqualand West have protested against the unconstitutional acts of the Governor, Sir Henry Barkly. They have withdrawn from attendance. The Attorney General threatens a dissolution of the Council. The new taxes are still the source of great dissatisfaction. The "Cape Standard and Mail" says:—"Sir Henry Barkly went to Griqualand West to show how the affairs of the unhappy province could be managed by a governor of ability. He has brought about what Mr. Southey never did, a deadlock."

It was decided at Birkenhead, by 2075 against 345 votes, not to establish a school board in the borough.

The idea of raising the Vanguard by means of enormous masses of cork fastened to her hull was seriously entertained at the Admiralty, but was abandoned, experiments at Devenport Dock-yard having shown that cork loses a large proportion of its buoyancy when immersed for a time in water.

One item of the evidence given before the Norwich Election Commissioners was that for six days use of a room, in 1874, a publican received from the Liberals the sum of twelve guineas, the annual rent of his house being only £8.

The Byron Club progresses in numbers. It is to be composed mainly of Greeks, and will be less of a literary than of a patriotic assembly.

The "Globe" says that the Admiralty has sanctioned the appointment of Lieutenant Sandstrom, of the Swedish navy, to the Minotaur, flagship of the Channel squadron, and that a Japanese officer is to be received on board the Audacious, flagship of the Chinese squadron.

Lord Aberdare is the president this year of the Social Science Congress, and delivered an inaugural address at Brighton. His Lordship took crime as his subject, and compared the first half of this century with the years that have succeeded. He believes that there has been a great diminution of crime; and in the course of his address took occasion to express his objection to the re-introduction of flogging in our criminal code.

Upwards of three hundred farm laborers are on strike at North Walsham, Docking, and Holt, in Norfolk, against a reduction of wages from 14s. to 13s. per week. The National Agricultural Laborers' Union are supporting the men, and despatched cheques from Leamington for their relief.

At the Middlesex Sessions, James Burke, a strong, able-bodied man, was sentenced to imprisonment with hard labor for twelve months as an incorrigible rogue and vagabond. The prisoner had undergone eleven previous convictions for similar offences.

A letter from the Secretary of the Jewish Alliance has been published in Paris, stating that the Israelite Jehuda was not burnt at Bagdad, but at Hamadan in Persia.

The Turks and Austrians appear to get along very amicably in railway matters. A Vienna telegram dated Sunday, October 3rd, says:—"The junction of the Austrian and Turkish railways has at last been sanctioned by the Sultan, and will be accomplished in four years. Hungary makes the line from Pesth to Semlin; Turkey that from Sophia to Nisch, joining the line through Servia to Semlin. This arrangement, which has long been desired, has given great satisfaction to the Government. It will remove much of the coldness lately existing between the two Powers. The English Railway Commissioners have made their report to the Turkish Government on the condition of the present lines, which are generally satisfactory and according to contract."

A dispatch from Rome, dated Sunday, 3rd inst., says:—"The *Civilta Cattolica* contains an important article on the duty of Catholics in the present conflict of the Church, which might have been dictated by Loyola. Among the concluding sentences is the following:—'The Church is God himself, who is master and ruler of mankind through a visible organism, and of this the head and mouth is the Roman Pontiff.'"

The Jews.

Some curious, and in some respects surprising and exciting particulars have lately been collected and published in a French paper respecting the Jews. Although the Israelites hold such an important place in trade, commerce and finance, and are to be met with in every quarter of the world it appears that they are to be found in least numbers in some of the least prosperous and enterprising States. Moreover, widely as they are scattered, and numerous as they appear to be, it seems from the statistics in question that the census of the whole race falls short of five millions of souls. In France where there exists little or none of the stupid and barbarous prejudice against the Jews which prevails in some countries, and where one would think there was a wide field for the peculiar talents of the race, there are only 46,000 Jews. In all America, a still more favorable country, there are only one hundred and twenty thousand Israelites. On the other hand, in wretched, and unprosperous, and down trodden Poland the Jews are to be found in greatest number, one out of every seven of the inhabitants being a Hebrew. One can understand there should be few Jews in Spain, but it is surprising that they should be almost as rare in Belgium. In Sweden there are comparatively few Jews, but they abound in Hamburg, Austria, and Roumania in the proportion of one to every twenty-four inhabitants. In Hamburg and Austria there is abundant employment for their talents, but in Roumania there cannot be any great scope for their commercial and financial instincts. Ireland always boasts of being the only country in the world in which the Jews were never persecuted—and, indeed, whether at home or abroad, the Irish always manifest a certain respect for the Israelites—but Ireland has hardly had the opportunity of persecuting the race, for even at the present day there are not three hundred Jews in the whole country. An interesting addition to these statistics (if it were possible to secure it,) would be the amount of wealth in the hands of the less than five millions of Jews that abide upon, if they do not inherit, the earth. Considering the enormous wealth possessed by only a few well known individuals of the race, such a return would doubtless show a high average per head.—"London Globe."

PHILIP JAMES, M. D., Physician and Accoucheur of 45 years' experience, offers his services to the inhabitants of Victoria. Extracts Polypus and Cancer without the use of the knife. Rheumatic pains cured in one hour. Pandora street, above the Synagogue.

Mrs. James presents her compliments to the ladies of Victoria as a practical Midwife of 20 years experience. ***

DOMINION GOVERNMENT SAVINGS BANK.

THOSE DEPOSITORS WHO HAVE NOT received Circulars from Ottawa, stating their balances at 30th June, are requested to call at the Bank in Government street, where a number of Circulars (returned by the Post Office "uncalled for") are awaiting delivery.

JOHN GRAHAM,
VICTORIA, B. C., Manager.
October 30th, 1875. oc31

FOR SALE,
EX RECENT ARRIVALS

High Test American COAL OIL,
" Canadian do
SUGARS, S. I., No. 1 and 2,
" Circle A Crushed,
SYRUP, in 5 Gallon Kegs,
BUTTER, California and Eastern,
CHEESE, " "
BACON, HAMS, LARD,
TEAS,
Black & Green in chests and 5lb & 10lb Caddies.
RAISINS, CURRANTS, PRUNES.
MATCHES, California and Wax,
SALAD OIL, qts., pts. and 1-2 pts.
CLAY PIPES, SALT—Liverpool, Coarse & Fine.
—ALSO—
Flour & Feed of all kinds.
GOODS DELIVERED FREE OF CHARGE.
—BY—
J. RUEFF & CO.,
WHOLESALE RETAIL GROCERS
GOVERNMENT St., VICTORIA.
oc31

WESTERN ADVERTISER
AND WEEKLY LIBERAL.
The Great Family Newspaper.
$1.60 per year, free of postage.
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Splendid News Agents.
Balance of 1875 free.
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Valuable and useful gift.
Advocates a Prohibitory Liquor Law.
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And every good and progressive measure.
Farmers' Department, by Rev. W. F. Clarke.
Stories, Fun, Ladies' and Children's Dep'ts.
Good paper—Clear print.
Circulation, Fifteen Thousand.
Samples Free. Agents wanted.
Address—
JOHN CAMERON & CO.,
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New Advertisements.

FOR SALE BY AUCTION

At Commencement of Sale
On Wednesday, 10th Nov.,
J. P. Davies & Co.
WILL SELL
ONE SPAN LARGE SIZED.
AMERICAN MULES,
GOOD WORKERS. no7

TUITION.

A LADY WILL BE GLAD TO RECEIVE A few children between the ages of 7 and 12 to educate with her own family. For further information inquire of MRS. NEWTON.
aug18dw* Katesey, Fraser River.

THREE FARMS FOR SALE.

THREE FARMS FOR SALE SITUATED near the line of the Railroad, near Victoria. The farms are from 100 to 200 acres each. For further particulars apply at the COLONIST OFFICE.
no2

AUTHORIZED CERTIFICATE!

POSTAGE RATES THE SAME!

THIS IS TO CERTIFY TO THE PUBlic generally that
UNCLE FRANK RICHARDS
HAS BEEN APPOINTED
Post Office Proprietor!
He hereby gives us authority to thank his friends for their kind assistance towards his promotion, and notifies them and the public that he will have no stop keys while he has charge of the institution to shut them off; but will be glad to give them a hearty welcome, and will exercise his well-known courtesy and kindness to everyone.
F. G. RICHARDS,
Prop'r Post Office Saloon,
GOVERNMENT ST., opp. the Hook & Ladder House.
VICTORIA, Aug. 7, 1875. no7

THEATRE ROYAL
Lessee and Managoress - - MRS. FANNY M. PHELPS
THIRD NIGHT OF
Miss ZOE GAYTON
Supported by
J. A. Herne & F. M. Phelps
Dramatic Company.
In Two Plays, "Rory O'Moore" and "Bamboozling."
WEDNESDAY EVENING, NOV. 10th,
The beautiful 3-act Irish Drama entitled.
Rory O'Moore.
Rory O'Moore - - - - JAS A. HERNE.
Kathleen - - - - FANNY M. PHELPS.
To conclude with, for the first time here, of the glorious comedy in one act of
BAMBOOZLING.
Capt. Frank Bamboozle - - - - J. A. HERNE
Emily - - - - - - F. M. PHELPS
Great Bill for Thursday night.
PRICES OF ADMISSION:
Dress Circle & Parquette - - - $1 00
Pit - - - - - - - - 50
Private Boxes - - - - - $8 and $6
Doors open at 7:45, commence at 8:15 o'clock precisely
no9

WHISKY.
JESSE MOORE & CO'S,
Louisville, Kentucky,
FINE OLD
BOURBON WHISKIES.
MOORE, HUNT & CO.,
417 Sacramento Street, San Francisco.
Are the only Agents on the Pacific Coast for the above brands; to be had only of them Pure and Unadulterated. no6

DISTRIBUTION OF PROFITS, 1875.
SPECIAL NOTICE.
The next Division of Profits will be made among Policies in existence at 15th November, 1875, and all who assure on or before that date will rank for a year's bonus on that occasion.
THE STANDARD
LIFE ASSURANCE CO.,
Established 1825,
GOVERNOR:
HIS GRACE THE DUKE OF BUCCLEUCH AND QUEENSBERRY, K. G.
Head Office, Edinburgh, 3 & 5 George St.
THE FORTY-NINTH ANNUAL GENERAL Meeting of the Company was held at Edinburgh on Wednesday, the 28th April, 1875, when the following results were communicated.
RESULTS COMMUNICATED BY REPORT BY THE DIRECTORS.
Amount Proposed for Assurance during the Year 1874 (2001) Proposals £1,342,935 18 0
Amount of Assurances accepted during the year 1874 (1671) Policies £1,088,665 18 0
Annual Premiums on New Policies during the year 1874. - - - £35,891 17 1
Claims by Death during the year 1874, exclusive of bonus additions - £336,644 7 11
Amount of Assurances accepted during the last five years - - - £5,720,234 19 10
Subsisting Assurances at 15th November, 1874, (of which £986,103. 12s is Reassured with other offices) £17,779,362 2 6
REVENUE, £733,111 19s. 9d. per annum.
ASSETS, £4,821,005 17s. 10.
A Full Report of the proceedings at the meeting and all further information may be obtained on application at the Agency of the Company.
SPENCER C. THOMPSON, Manager.
D. CLUNIE GREGOR, Secretary.
BRITISH COLUMBIA—VICT. BOARD OF DIRECTORS
J. F. McCREIGHT, Esq., Barrister, M.P.P.
A. J. LANGLEY, Esq., J.P.
WILLIAM BAINES, Esq., Merchant.
C. S. JONES, Esq., Accountant Bank British Col.
MEDICAL OFFICER—DR. JAMES TRIMBLE.
Agents and Secretaries to the Board—
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DEALERS IN
FLOUR AND FEED
—AND—
Island & Oregon Produce,
WHARF Street, foot of Yates,
VICTORIA.
Cash Paid for Produce of all kinds. Goods delivered Free of Charge to any part of the city. no1

British Colonist

DAY MORNING, NOV. 11TH, 1875.

THE BRITISH COLONIST

e only Paper Publish- Victoria that receives lar Telegraphic Dis- hes.

MARRIED.

8th November, at Holy Trinity Church, minster, by the Ven. Archdeacon Woods, oresby to Miss Mary Ann Edwards.

urn of the Gussie Telfair!

RINGS THREE DEAD BODIES

Cause of the Disaster Still Uncertain.

STRAITS FULL OF WRECKAGE.

Gussie Telfair left Engelhardt's with our Special Reporter on bout 5 p. m. on Monday and ran to Esquimalt to take in coal in hall an hour. There Messrs. E. and Messrs. Styles and Lewis, both on had relatives on the illfated Pa- me on board. At 9:15 the opera- coaling was finished and the Gus- Telfair started. Nothing occurred the night, but it was rumoured on that some pieces of wreck were . At 6 o'clock on Tuesday morn- our reporter found the steamer g Neah Bay with a stiff breeze off nd.

U. S. revenue cutter Oliver Wol- the steam tug Goliah and a pilot were lying at anchor. We sent a boat Oliver Wolcott and the boat re- d shortly with a life preserver from dy of a man which the cutter had floating between Neah Bay and Flattery. The Wolcott also report- ng rescued one of the quartermas- f the Pacific, who was found drift- n a piece of wreck near Pillar Point, o abreast of Sooke on the American

tion having been directed to some- floating on the water the boat off to it and came back in a few utes with the body of a man having fe preserver on with the name "Pa- " painted on it. The corpse having lifted on board and searched, a bill ding, pocket book and some papers found, leading to the conclusion the name of the deceased was G. T. ing of Steilacoom. He appeared to be g to San Francisco to dispose of e hops. There was a $20 piece and a e silver in his pockets and a watch ich had stopped 9:30. His age ap- ed to be about 50. The weather all time was rough and boisterous. The still cruised around and was not g before she picked up another vic- . This unfortunate like the first was vided with a life preserver. The body nearly stripped and there was noth- to identify it, but it was generally pposed to be one of the crew. Part of after guard of a vessel here floated and a second boat was lowered and t to search a mass of kelp which ned to have something entangled in This on the boat nearing it turned to be the body of a woman. It was into the boat and on reaching ship's side raised carefully deck. This corpse was appar- ly that of a woman, about 30 rs of age, dressed in a black body and e skirt, with a wedding ring with the itials L. and H., engraved inside it. A cond ring consisting of a plain gold nd made to open and enclose hair with pearl in the center and a plain, massive old keeper. These together with the uables found on the body of Vin- , were all taken in charge by the Pur- r Mr. Carney. The Wolcott here passed ing out and said their man was going n well. The boat was still cruising ound but only picked up a basket. Abont 9 a.m. came on to blow heavy. Wolcott still in sight but evidently could not venture out. We were lying with our ad pointing for Neah Bay, the wind blowing hard off the land and to all ap- earance just holding our own. A heavy raging outside by the look of spray which was thrown from to 50 feet high on the rocks to ward, and the scud flying from the of the waves close to us in clouds. into the bay at 10 o'clock, anchored made all ready to let go another chor; while down below heard the en ner called to stand to his engine as anchor was dragging. Let go second anchor, Charles Howard of the Ameri- can pilot boat here came on board. It was reported that the steam tug Goliah had been seen to pick up something else, but both she and the Wolcott were by this time out of sight, and supposed to have gone toward Clallam Bay. Mr. Thomas Stratton, formerly well known here and now U. S. Custom House offi- cer at Neah Bay, came alongside and furnished us with the following state- ment from the man picked up alive by the U. S. Revenue cutter Wolcott. His name was said to be Neil O'Henley, and he was described as a slight, wiry man of about 21 years of age, a native of the He- brides Islands, to the Northwest of Scot- land. The statement was as follows:

"We left Victoria at 9:30 a.m. Nov. 4th, with about 250 persons on board, as near as I can tell. All went well till past Ta- toosh light about 4 p.m. Steering Sou' Sou'west. I was on the starbord watch; at 8 p.m. went below; all right and lights in place, the third officer Mr. Hughes having the deck till 12 midnight. About 10 p.m. I was aroused by a terrific crash. Jumped out of my bunk, the water rush- ing through the bow. On going on deck I heard Captain Howell shout "hard as- tarboard" and saw all hands rush on the the hurricane deck. Shortly after the helm was starboarded the ship fell into the trough of the sea and became un- manageble, the fires being extinguished; all was confusion the passengers crowd- ing into the boats which the officers and crew were trying to clear away. The chief engineer and myself were at the forward port boat and succeeded in get- ting her into the water with about 15 wo- men and 6 men. The boat struck the side of the ship and filled. The engineer jumped for the steamer, I followed, catch- ing one of the smoke stack stays. I never saw the engineer since. When I caught the stay it appeared to me that the steamer was rolling over towards me. In a few seconds I came up and caught one of the after skylights; it rolled over and I was again adrift. Seeing several persons on part of the hurricane deck, I swam towards them. I succeeded in getting on to it. I found one woman and 3 men passengers there. Capt. How- ell, the 2nd officer and 2nd cook and another quartermaster, making 8 alto- gether. Captain had nothing on but shirt and drawers. I saw many people clinging to portions of the wreck scatter- ed around. At this time it came on to blow furiously with rough and heavy sea and nearly swept us all off. I do not think a boat crowded with people could have lived. About 2 a. m. on the 5th, the captain and three others were washed off and sank. At daylight we could see the land about fifteen miles distant, with fresh south west wind and heavy sea. I saw another piece of wreck about ¼ a mile off with two or more people on it. At 8 a.m. one died and rolled off our raft. During that night the rest died and I was left alone. A large dry goods box drifted alongside and I succeeded in get- ting it on the raft, which sheltered me from the wind and spray. On the 7th, Sunday, it was calm and clear and I could see land on both sides. I felt I should soon be seen and picked up by some ves- sel. Up to this time I did not feel any hunger or thirst. My feet began to swell a little but no pain. During the day I slept considerably. Large bodies of kelp had accumulated around the raft which made the water smooth. On Monday morning at 3 o'clock I heard a noise and looking out of my box I saw the lights of a steamer; I shouted and God seemed to strengthen my lungs, for I shouted louder every time. At last I heard a voice saying "aye, aye, hold on, my boy, we will get you soon." A boat came and took me off to the U.S. Revenue Cutter Oliver Wolcott, where I was kind- ly received and cared for by the officers and crew."

The above was copied from a written statement, and further information was given both by Mr. Stratton and the pilot Chas. Howard, to the effect that in con- versation with them O'Henley had said that on coming on deck he was told the steamer had been run into by a large ship. This vessel was pointed out to him and he distinctly saw her green light. He also described the female on the raft as being young, and said that the second mate took all possible care of her, assisting her on to the raft two or three times after she had been washed off, and at last both went off together and he saw them no more. He says that the China- men got into the boats and stowed themselves away under the seats and the officers could do nothing with them. The second mate while on the raft expressed an opinion that the first mate had got away with about eight men in his boat. O'Henley thinks all the other boats broke up and the steamer sunk in about half an hour.

When the Wolcott picked up the body which they found O'Henley recognised it as that of a Welshman named Robert Jones, one of the steward's waiters. Strat- ton also said that himself and the Indian Agent at Neah Bay had offered liberal re- wards to the Indians for every person they might save alive and that they would search the shore both by following the beach on foot and by pulling out in their canoes from every ranch for some dis- tance down the coast; but the general opinion was that nothing could have been done likely to save many lives unless some vessel could have been sent in search during the first day or so after the wreck took place.

Somewhere about 2 p.m. on Tuesday the weather cleared up a little. We got up steam, ran out, cruised round, but could see no sign of wreck; a long swell rolling and the wind gradually rising till it blew very heavily, and the weather be- ing unfavorable we returned to Neah Bay at 3:45, just in time to avoid a heavy squall of wind and rain. The pilot schooner, which had started about the same time as ourselves under mainsail and jib, return- ed also and reported the vessel they had been after to be the Fantome, but they had seen no relics of the wreck. While sitting comparing notes Lieut. Awcutt from the revenue cutter came on board and reported having picked up two trunks—one of them directed to Mrs. Lawson, Bank of British North America, San Francisco, and containing papers, etc., belonging to her. The other belonging to some of Hurlburt & Rock- well's troupe. The clothing, &c., belonging to Mrs. Lawson was being dried prepara- tory to repacking in the trunk to be de- posited at the custom house at Port Townsend. She had also picked up on Monday several stools and similar arti- cles belonging to the Pacific, and report- ed seeing over on the Vancouver shore a large lower mast which might have be- longed to the vessel which collided with her. Also reported having spoken H. M. S. Fantome, but she knew nothing of the wreck. The Wolcott's people also thought the Goliah had picked up some- thing but could not say what. Went on deck about 6 on Wednesday morning, weather clear overhead but rather dirty to seaward. Crew weighing anchor. The Wolcott already on the move but had seen nothing, and it was agreed that while the Gussie should go as nearly as we could guess it to the spot where the collision had taken place, the Rev. cutter should search away to-wards Bar- clay Sound and both started out the Pilot boat also going out. We ran down the coast some distance, keeping two or three men aloft all the time and Captain Gardner himself going up occassionally. Weather better than on Tuesday but a good swell on with showers of rain and occassionally smart squalls of wind. The weather was pretty thick on the American side. No- thing to be seen; ran over to the Van- couver side in the neighborhood of Point Bonilla and down that coast past the mouth of San Juan River near which the Messenger picked up Mr. Jelly. Coast clear but still nothing visible. Ran back to the American shore and along to Pillar Point crossing to and fro in order to keep as much as possible in the line of drift which most of the relics found seemed to have followed. As we got fur- ther and further in towards Race Rocks the vestiges of the wreck became more and more numerous, parts of rails, hatches, a door, and a bucket or two floated by but nothing resembling a hu- man body, alive or dead, and the Gussie kept on her course and reached Victoria about 9 p.m. At the close of this narra- tive we cannot avoid expressing the opin- ion that Capt. Gardiner, the mate and all the officers and crew did all that possibly could be done, and we are confident that had a chance of saving life offered not a man on board but would have cheerfully risked his own in order to do so.

The general opinion of the seafaring men we have conversed with is that the wreck took place but a short distance out side Cape Flattery. Nearly all the bo- dies and relics of the vessel which have been picked up were well inside the light, many being seen by ourselves between Pillar Point and Race Rocks, while no- thing so far has been heard of anything outside. It is considered strange too that if she came into collision with another vessel no sign of that ship has been found and some think in spite of the accounts of the survivors that it was a piece of floating wreck that she struck. However, that may be, it is certain that she is lost and almost the last chance left of any more lives being saved is that a boat may have drifted to Barclay Sound, and may be picked up by the Oliver Wolcott which will cruise in that neighborhood for 3 or 4 days.

RECOGNIZED.

The body of the woman brought up in the Telfair is recognized by Mr. Duck as that of Mrs. Keller of San Francisco, who, with her husband and child, sailed in the Pacific. Mr. Keller was a book- binder. The three bodies were taken to the Barracks by the Police where an in- quest will be held to-day: and where the remains may be seen.

"SOMETHING WHITE ON THE STARBOARD BOW, SIR!"

Capt. Libby of the steamer Goliah, ar- rived at Port Townsend in his vessel from Cape Flattery on Tuesday afternoon. He reports that his steamer was running down the Straits on Monday, the revenue cutter Oliver Wolcott being close behind, when he saw a great patch of kelp ahead, and steered so as to give it a wide berth. The lookout man on the Wolcott put his glass on the spot and sung out, "Some- thing white on the starboard, bow, sir!" The cutter was headed for the "some- thing white," and as they neared it, an arm was raised and shouting was heard A boat was lowered and a quartermaster of the Pacific found alive and as hearty as could be expected after being without food and exposed to the warring of the elements for 80 hours. He was supplied with the best the cutter had on board and afterwards landed at Neah Bay.

A SHIP IN DISTRESS.

It is reported that a ship was seen off the entrance to the Srraits on Friday with the bowsprit and some of her rig- ging gone, flying a signal of distress. This vessel is probably the vessel that sunk the Pacific.

MORE LOST.—As facts begin to come out as to persons who took passage on the steamship Pacific the loss of human life would appear to be even greater than was at first supposed; and may even exceed 300. Mr. Hastings, a traveller for a San Francisco liquor house; and Mr. Miller, traveller for Redolghn, Hostetter & Co., of San Francisco, were on board. The name printed as I. Hellmute and wife, should be Joseph Hellmutte and wife of Walla Walla, W. T. The freight clerk of the unfortunate ship was named T. H. Bigley, not Bebee. The 2d officer's name was Welch. As is explained in another column he lost his life in trying to save a woman's. The Chinese report 41 of their countrymen as having taken passage at Victoria and 8 from Puget Sound; 49 in all.

TOUGHENED GLASS.—The De la Bastie process of tempering glass, which lately awakened so much interest, has been care- fully studied by other investigators, and modifications have been made in it which are said to be decided improvements. One of the new methods is that of M. Bauer, which has been successfully ap- plied to the production of a superior ar- ticle of glass. This process consists in plunging the heated object into a bath, not of oil, but of paraffine, which is kept at a regular temperatue of 200 degress Fahr. Thus the first cooling is rapid until this point is reached, when it be- comes more gradual. The glass thus tempered resembles that made by M. De la Bastie.

PASSENGERS PER S. S. SALVADOR.—The following passengers sailed in the P. M. S. S. compangs steamship Salva- dor last night. J. Lipsott, Edwd. Whee- ler, A. B. Bongher, Geo. Clendinen, H. Penchant, E. Bloomingdale, Arthur Webster, Alfred Selwyn, P. Linchey, G. Fopiano, E. Chatman, Henry Smith, J. Hall, A. F. Benzon, J. Pardonnet, Alex. Rinet, B. Rigont, B. Barslow, A. Nelson, D. Wall, Geo. Putney, Joseph Edmond, A. W. Fletcher, J. Balcher, James Brown, J. C. Law, Henry McKaw, W. H. Hunt, G. Clark, Frank Anderson, Mrs. A. Fletcher and child, and Mrs. Edmonds.

H. M. S. FANTRME, 4 guns, comman- der Long, arrived in Esquimalt harbor at 12 o'clock Tuesday night. She is about the same class ship as the Myrmi- don, and will remain on this station seme weeks. At the request of the Lieutenant Governor, commander Long put to sea last evening to assist in the searching for the shipwreck people. She will probable coast, hoping to fall in with the two boats said to have left the Pacific first before she went down.

SAILING OF THE STEAMSHIP SALVADOR.—The mail steamship Salvador, Capt. A. G. Jones, sailed for San Francisco at 3 o'clock yesterday afternoon. She had 128 bales of hops from Tacoma; 600 hides and 15,000 feet of lumber from Seattle.—200 tons in all. She carried about 70 passengers from Victoria, the names of which are reported elsewhere.

THREATS.—Wm. Waugh was before the Police Magistrate yesterday on a charge of threatening to "do" for Charles Phil- lips. Two years ago Waugh was convic- ted on Phillips' testimony of stealing a watch and sent to gaol. He was libera- ted the other day and "went for" Phillips immediately. He was allowed till Friday to leave the country.

SPECIAL EDITION.—A large special edi- tion of the BRITISH COLONIST, containing all the harrowing details connected with the wreck was worked off yesterday for mailing. It may be had at the publica- tion office and the bookstores.

THE WIRES were working to San Fran- cisco yesterday. Numerous telegrams were received from that and other places respecting passengers supposed to have been on board the Pacific. The mannger at this end sent Jelly's report as it ap- peared in the COLONIST to the San Fran- cisco press.

A PROPER MOEEMENT.—In consequence of the terrible calamity which has befallen the Province, and in respect to the feel- ings of the community at large, Mrs. Phelps has closed the Theatre doors until Saturday next.

[From our Extra of yesterday.]

The Great Calamity.

A QUARTERMASTER SAVED.

Capt. Howell Died Sunday Night.

Disaster Caused by a Collision.

The Gussie Telfair Picking up Dead Bodies!

HOPE THAT MORE ARE SAVED.

The steamer Libby reached Port Townsend yesterday, and reports that a Quartermaster of the Pacific was found alive on a dry goods box among the kelp in the middle of the shore on Sunday.

He reports being on a part of the Pacific's deck with Capt. Howell, the second officer and 5 passengers—one a woman. Capt. Howell died Sunday night. The 2d officer drowned while trying to save the woman, who was washed off the raft.

The other passengers died on Fri- day and Saturday. The Chief Engi- neer was drowned at the ship's side with the women.

The quartermaster was within a hundred yards of the spot on Saturday where the Messenger picked Jelly up, but was asleep.

The quartermaster when picked up was perfectly rational and walked up the ship's ladder.

He says the disaster was the result of a sailing craft striking the steamship on the port side and smashing her in. The steamship lay over on her port side and that was why the boats could not be launched from that side.

The weather was clear. Sea light.

Two boats full of people, he thinks, got away.

A large ship, supposed to be the col- liding vessel, flying a flag of distress was seen on Sunday morning off the Straits and may have saved a number of lives.

The Gussie Telfair and Oliver Wolcott are cruising about Cape Flattery picking up bodies.

The above account is derived from Mr. H. Gage, who came across in the Salva- dor this morning.

New Westminster District

[Herald.]

A gloom was cast over the community yesterday by the receipt of the sad intel- ligence of the loss of the steamship Paci- fic. Many of the victims were known and esteemed here, and one of them—Mr. S. P. Moody—was among the foremost men in New Westminster District, a man whose loss will be at once sincerely re- gretted and widely felt. Always ready to hold forth a helping hand to those who needed it—genial in mannen— enterpris- ing and energetic in business—and the head of a large and wealthy firm—he was one whose place will not be easily filled.

BIG FELLOW.—We hear that Olinton is to be represented at the Centennial by a potato weighing seven pounds.

The Steel Rails.

The bark Unanima will haul in to the Hudson Bay Company's wharf at Esqui- malt to discharge the steel rails. A regu- lar track will be laid from the ship up the whary where the rails will be hauled on the cars that recently come up from San Francisco. Mr. A. B. Nicholson has been engaged by the Dominion Govern- ment to superintend the discharge of the cargo and the arrange matters connected with their storage. We were mistaken, yesterday, in our statement that the Unanima had spoken the Beulah in the Straits.

THE RACES (first day's) took place yes- terday and were largely attended. The 2 mile and repeat race for $500 was won in 2 heats by Mr. Bingham's "Foster," who beat Mr. Young's "Billy Bingham" by a length in each heat. The first heat was run in 3.45; and the second in 3.48. The half mile race was closely contested, re- sulting in favor of Mr. Scoggins' mare "Alpha," closely pressed by Mr. H. D. Saunders' "Hiram." For the Scurry Stakes, four horses entered, and it was won by Mr. H. D. Saunders' "Buck." The races to-day will commee at 1½ o'- clock.

THE BAZAAR.—This interesting event was continued yesterday. The attend- ance was good, and a large number of ar- ticles were disposed of. This day and eve- ning the Bazaar will be continued, and a great many handsome and useful articles —including a handsome set of parlor fur- niture, worked and ornamented by the Sisters of St. Ann, will be raffled. Re- freshments may be had at the hall.

TELEGRAPHIC inquiries were received from Ottawa and other parts of Canada, California, Nevada and nearly all the Eas- tern States, and from England and Ire- lad yesterday, as to the fate of persons supposed to be on board the Pacific.

THE steamer Enterprise, Capt. Lewis, arrived from New Westminster at 2½ o' clock yesterday afternoon with the fol- lowing passengers: Mrs. Sutherland, Mrs. York, B. W. Pearse, T. Weslgasth, Kinsman, Loggie, Ewan, Botterill, Cres- well.

TREASURE SHIPPED. — The following amounts of gold were shipped through Wells, Fargo & Co., on the Salvador:—Bank of British Columbia, $17,182; Bank of British North America, $25,754.

THE treasure lost on the Pacific was insured in the Ocean Marine, Indemnity, Union & Royal Exchange Insurance com- panies of London. The amount was over $72,000.

STEAMERS SAILED.—The Dakota and Los Angeles sailed from San Francisco for Victoria yesterday.

Municipal Council.

Council met at 7.50 p.m.

Present—His Worship the Mayor, and Councillors Gowen, Trounce, Walker, Williams, Gosnell and Shakspeare.

Minutes read and adopted.

Communications read from Secretary of Fire Department requesting addition- al hose. Coun. Williams moved that re- quest be granted. Carried.

Communication from residents on Fis- gard street—to have street graded and gravelled. Coun. Gosnell moved that Surveyor give the cost of street at next meeting. Carried.

Communication from Mr. Charles re- specting drains on Wharf street. Re- ferred to Surveyor to report.

Communication from M. Humber for permission to occupy street for building material. Granted.

From Mr. Hett, secretary to Cemetery Board, respecting fees for burials, $30. Coun. Gosnell moved to lay over one week. Carried.

Coun. Williams moved that the Taverns By-law be repealed. Carried.

FINANCE.

Men's labor $202 50 (two weeks); Mc- Kenzie, breaking rock, $4; Kelly, haul- ing, $26; Mr. McCreight, $5. Referred to the Finance Committee.

AN ERROR.—In an *extra* of yesterday it was stated that the Fantome saw a ship on the west shore. This was incorrect. She saw no ship ashore; and if she had would not have left her. The statement was current on the streets and in the hurry and bustle of preparing the *extra* for press was inserted therein.

A MEETING was held at the Swan Lake Hotel on Wednesday evening with a view to arrange a champion ploughing match, open to British Columbians, and was ad- journed till Saturday the 13th inst. at 3 p. m. All are cordially invited who take an interest in agricultural advancement.

Mr. Sproat says we were in error in in stating that Capt. Carn of the Unani- ma had seen the Beulah; and also in sta- ting that the Unanima was consigned outwards to Rhodes & Co.

THE line being up to Portland yester- day, and no intelligence of any of the Pacific's people having reached there, coming to hand, shuts off all hope from that quarter.

THE steamer Isabel, Capt. Brown, ar- rived from Nanaimo last evening.

Steam Book and Commercial Printing.

At the BRITISH COLONIST office thre steam power presses are kept constantly in motion turning out the best class of printing at the lowest possible rates. New syles of type are received by every arrival. Call and see specimens. * *

NOTICE.—In consequence of Mr. J. L. Jungerman's advertisement that he is about to close out his business shortly, I would herewith respectfully solicit the patronage of his former customers, here as well as up-country Should they choose to patronize me with their work, I will promise them the strictest attention, com- bined with the most reasonable prices for firstclass work; and, as I am not leaving the business nor the country, they will have the full benefit of my guarantee for work done or goods sold. A very elegant assortment of watches and jewelry always on hand. See my general advertisement. G. W. A. LANGE, Watchmaker, Victoria, B. C. * *

PHILIP JAMES, M. D., Physician and Accoucheur of 45 years' experience, of- fers his services to the inhabitants of Victoria. Extracts Polypus and Cancer without the use of the knife. Rheumatic pains cured in one hour. Pandora street, above the Synagogue.

MRS. James presents her compliments to the ladies of Victoria as a practical Midwife of 20 years experience. * *

HIGHEST CASH PRICE PAID FOR FURS, HIDES,

WOOL, SHEEPSKINS,

AND CALFSKINS

je29 L. & J. BOSCOWITZ, Wharf st.

British Columbia Agricultural and Horticultural Society.

THE ANNUAL GENERAL MEETING OF the Members of the above Society will be held in the City Council Chambers, Victoria, on Saturday the 4th December, at 1 o'clock p.m., to elect officers for the ensuing year and transact such other busi- ness as may be brought before it.

THOS. RUSSELL, Secty.

Victoria, 3d Nov, 1875. no4dw

FOR SALE,

EX RECENT ARRIVALS

High Test American COAL OIL,
" Canadian do
SUGARS, S. I., No. 1 and 2,
" Circle A Crushed,
SYRUP, in 5 Gallon Kegs,
BUTTER, California and Eastern,
CHEESE, " "
BACON, HAMS, LARD,

TEAS,

Black & Green in chests and 5lb & 10lb Caddies.
RAISINS, CURRANTS, PRUNES,
MATCHES, California and Wax,
SALAD OIL, qts., pts. and 1-2 pts.
CLAY PIPES, SALT—Liverpool, Coarse & Fine.

—ALSO—

Flour & Feed of all kinds.

GOODS DELIVERED FREE OF CHARGE.

—BY—

J. RUEFF & CO.,

WHOLESALE & RETAIL GROCERS

GOVERNMENT St., VICTORIA.

oc31

WESTERN ADVERTISER

AND WEEKLY LIBERAL.

The Great Family Newspaper.
$1.60 per year, free of postage.
12th Annual Fair Campaign Open.
Splendid News Agents.
Balance of 1875 free.
Premium Map of Ontario to every subscriber.
Valuable and useful gift.
Advocates a Prohibitory Liquor Law.
Advocates an Elective Senate.
And every good and progressive measure.
Farmers' Department, by Rev. W. F. Clarke.
Stories, Fun, Ladies' and Children's Dep'ts.
Good paper—Clear print.
Circulation, Fifteen Thousand.
Samples Free. Agents wanted.
Address—

JOHN CAMERON & CO.,

no7 London, Ontario.

New Advertisements.

FOR SALE BY AUCTION

At Commencement of Sale

On Wednesday, 10th Nov.,

J. P. Davies & Co.

WILL SELL

ONE SPAN LARGE SIZED.

AMERICAN MULES,

GOOD WORKERS. no7

TUITION.

A LADY WILL BE GLAD TO RECEIVE A few children between the ages of 7 and 12 to edu cate with her own family. For further informa- tion inquire of MRS. NEWTON.

au18dw* Katesey, Fraser River.

THREE FARMS FOR SALE.

THREE FARMS FOR SALE SITUATED near the line of the Railroad, near Victoria. The farms are from 100 to 200 acres each. For fur- ther particulars apply at the COLONIST OFFICE. no2

AUTHORIZED CERTIFICATE!

POSTAGE RATES THE SAME!

THIS IS TO CERTIFY TO THE PUB- lic generally that

UNCLE FRANK RICHARDS

HAS BEEN APPOINTED

Post Office Proprietor!

He hereby gives us authority to thar k his friends for their kind assistance towards his promotion, and notifies them and the public that he will have no stop keys while he has charge of the institution to shut them off; but will be glad to give them a hearty welcome, and will exercise his well-known courtesy and kindness to everyone.

F. G. RICHARDS,

Prop'r Post Office Saloon,

GOVERNMENT ST., opp. the Hook & Ladder House.

VICTORIA, Aug. 7, 1875. no7

NOTICE.

Ship "Natton's Hope," Capt. Wm. Living- ston, from Yokohama.

NEITHER THE CAPTAIN NOR THE UN- dersigned will be responsible for any debts con- tracted by the crew.

no7 WELCH, RITHET & CO., Agents.

Wanted.

FOUR WOMEN TO WORK AT DRESS- making and a few Apprentices. To good sewers the best wages will be paid. Apply to

MRS. WILLIAMSON,

no7 1m Kane street.

Barque Blanche.

NEITHER THE CAPTAIN NOR THE UN- dersigned Agents for the above vessel, will be responsible for any debts contracted by the crew.

HENRY RHODES & CO.

Store street, Nov. 9th, 1875.

nov10.

WHISKY.

JESSE MOORE & CO'S,

Louisville, Kentucky.

FINE OLD

BOURBON WHISKIES.

MOORE, HUNT & CO.,

417 Sacramento Street, San Francisco.

Are the only Agents on the Pacific Coast for the above brands; to be had only of them Pure and Un- adulterated. no6

DISTRIBUTION OF PROFITS,

1875.

SPECIAL NOTICE.

The next Division of Profits will be made among Policies in existence at 15th November, 1875, and all who assure on or before that date will rank for a year's bonus on that occasion.

THE STANDARD

LIFE ASSURANCE CO.,

Established 1825,

GOVERNOR:

HIS GRACE THE DUKE OF BUCCLEUCH AND QUEENSBERRY, K. G.

Head Office, Edinburgh, 3 & 5 George St.

THE FORTY-NINTH ANNUAL GENERAL Meeting of the Company was held at Edinburgh on Wednesday, the 28th April, 1875, when the follow- ing results were communicated.

RESULTS COMMUNICATED IN REPORT BY THE DIRECTORS.

Amount Proposed for Assurance during the Year 1874 (2001) Proposals £1,323,935 18 0
Amount of Assurances accented during the year 1874 (1671) Policies £1,088,665 18 0
Annual Premiums on New Policies dur- ing the year 1874. - - - £35,891 17 1
Claims by Death during the year 1874, exclusive of bonus additions - £336,644 7 11
Amount of Assurances accepted during the last five years - - - £5,720,234 19 10
Subsisting Assurances at 15th Novem- ber, 1874, (of which £986,103, 12s. is Reassured with other offices) £17,779,362 2 6
REVENUE, £733,111 19s. 9d. per annum.
ASSETS, £4,821,005 17s. 10.

A Full Report of the proceedings at the meeting and all further information may be obtained on ap- plication at the Agency of the Company.

SPENCER C. THOMPSON, Manager.
D. CLUNIE GREGOR, Secretary.

BRITISH COLUMBIA—VICT. BOARD OF DIRECTORS

J. F. McCREIGHT, Esq., Barrister, M.P.P.
A. J. LANGLEY, Esq., J.P.
WILLIAM BAINES, Esq., Merchant.
C. S. JONES, Esq., Accountant Bank British Col.

MEDICAL OFFICER—DR. JAMES TRIMBLE.

Agents and Secretaries to the Board—

se12 2m2p STAHLSCHMIDT & CO.

R. BAKER & SON,

DEALERS IN

FLOUR AND FEED

—AND—

Island & Oregon Produce,

WHARF Street, foot of Yates,

VICTORIA.

Cash Paid for Produce of all kinds. Goods deliv- ered Free of Charge to any part of the city. no5

DOMINION GOVERNMENT SAV- INGS BANK.

THOSE DEPOSITORS WHO HAVE NOT received Circulars from Ottawa, stating their balances at 30th June, are requested to call at the Bank in Government street, where a number of Cir- culars (returned by the Post Office "uncalled for") are awaiting delivery.

JOHN GRAHAM,

VICTORIA, B. C., Manager.

October 30th, 1875. oc31

Daily British Colonist

FRIDAY MORNING, NOV. 12TH, 1875.

THE BRITISH COLONIST

Is the only Paper Published at Victoria that receives Regular Telegraphic Dispatches.

THE LOSS OF THE STEAMSHIP PACIFIC.

INQUEST ON THE DEAD BROUGHT BY THE GUSSIE TELFAIR.

Hon. A. F. Pemberton summoned the following jury at one o'clock yesterday afternoon and proceeded to hold an inquiry into the causes that led to the death of the three persons whose bodies were rescued from the wreck of the steamship Pacific by the Gussie Telfair, and brought to this port on Wednesday night. The bodies were laid on benches set in the Police Court-room and covered with sheets. They had changed very much during the night, and evidences of decomposition were present in the faces of all. The body of the woman was identified as that of Mrs. Keller of San Francisco; the elderly man as G. T. Vining of Puyallup, W. T.; the other body was not identified by name.

The following Jurors were sworn in: James Fell, (foreman), Chas. T. Seymour, Alex. Wilson, Robt. Plummer, John R. Adams, Eugene Clark.

The Coroner informed the Jury that the inquest would be held on the three bodies collectively.

Mr. James C. Fox, Chief Engineer of the steamship Gussie Telfair, sworn—Saw the bodies present picked out of the water in the vicinity of Neah Bay and off Waddy Island. Heard that one of the bodies was that of Mrs. Keller of San Francisco, and another that of G. T. Vining, as appeared from his pocket-book and sundry papers found in his pocket, which the purser and I took from his body. A passage ticket and a bill of lading for 264 bales of hops shipped on the Pacific were made out in the same name. A gold watch and chain and a Masonic emblem were taken from his pocket. The watch had stopped at half-past nine o'clock. An insurance policy, unsigned, showing that the hops were shipped on account of Koshland Bros., a portmonaie containing a $20 piece, $5 60 in ten cent pieces, $5 in U. S. currency, a baggage check and other articles.

To the Foreman—We went 15 or 16 miles to the southwest of Cape Flattery on Wednesday. Saw no signs of a wreck there. On Tuesday morning we found three bodies and searched the Straits as well as we could on that towing day to thick weather and wind. It is my opinion that if the steamship was wrecked 15 or 16 miles southwest of Cape Flattery that all the wreck stuff would come into the Straits. Think the wreck took place from 5 to 10 miles S. W. of Cape Flattery. The bulk of the wreckage was found abreast of Sooke at Pillar Point.

To Mr. Wilson—If a steamer was sighted at 2 o'clock at Sooke it would take 4 or 5 hours to reach the Cape. At 3 o'clk in the afternoon the Pacific was last seen; she was sighted off Neah Bay, seven miles from the Cape.

To the Foreman—The three rings produced were taken from Mrs. Keller's fingers; a handkerchief with the letter "L" worked upon it was taken from the pocket of her dress. One of the rings has the letters "L & H" engraved inside of it. The body was partially dressed. Found a Catholic prayerbook in the second man's pants pocket.

James McCarthy, sworn — Recognize the body of the youngest man as a hand on board the steamship Pacific, having seen him at Seattle; don't know his name.

Mr. J. H. Carney, purser of steamship Gussie Telfair, sworn—Substantiated evidence of Mr. Fox; could throw no further light on the subject; thought the bodies came from a point 10 or 15 miles south of Cape Flattery; all had life preservers on them marked "Pacific;" know that Mr. Vining was in business in Puyallup, and belonged to a Masonic Lodge at Steilacoom.

Benjamin Hill, sworn — Have been acquainted with Mr. Vining about 5 years; was up at his house about a month ago and he was speaking of shipping his hops by the Pacific and going himself in her when all the hops were on board; recognize his body now in Court; he has a family at Puyallup.

Mrs. Simeon Duck, sworn—Identify the body of the female as that of Mrs. Keller of San Francisco; she spent two evenings at my house; the afternoon before she sailed in the Pacific she spent in my house; have heard her husband call her "Lizzie;" she had a child aged 7 months; know that she went on board the Pacific with her husband on Thursday, the 4th inst.; identify one of the rings produced as one Mrs. Keller took from her finger and showed me.

Henry Fred'k Jelly, sworn—Witness was one of the passengers on the steamer Pacific which left for San Francisco on Thursday, 4th inst. On leaving Victoria witness thought the ship was not in proper order for going to sea. She had a heavy list and the passengers were repeatedly told to trim ship, and witness noticed that water was put into the boats to bring the ship to an even keel. Had been to sea for a few short trips as a sailor.

In answer to the Coroner witness explained that a list meant leaning to one side.

To a Juryman—Witness saw the crew putting water into the boats when the ship was this side of Race Rocks. First time into the boat on the port side, forward of the paddle wheel. This boat was stowed inboard. This righted the ship a little; she had a list to starboard when this was done, and it fetched her over to the port side after a while. Saw one of the officers take the plug out of the port boat and let the water run, and they then pumped water into two boats on the starboard side, which brought the vessel up again. This was done several times. She had only 5 boats, on the starboard side two abaft of the paddles and one forward and two on the port side. During the day witness noticed that two of the boats had no oars.

To Mr. Fell—All the boats were fixed so that it would take some time to cast them loose.

Witness stated that the apparatus for lowering was very complicated and the davits looked as if they would be hard to move. Thought it would require a crew of well drilled men to get them loose quickly. Some of the gear would require to be cut loose. The hooks were of the kind known as sister-hooks, and were lashed together. Did not notice anything that could not be cut loose with a knife. Two boats forward of the paddle boxes had oars and if the barrels in them were full of water and the boats were provisioned they were ready for service.

In answer to the Coroner the Jury here said the bodies might be delivered to the friends of the deceased, as they were identified as far as possible.

Mr. Jelly's evidence continued — Witness thought all the boats were fixed as boats were ususlly fixed on board ship, according to the apparatus used in the case, but thought this apparatus was too complicated. Off Cape Flattery weather clear, with stiff breeze, but the water was smooth. Thought it was between 4 and 5 when they passed Cape Flattery light; the lantern of the lighthouse was not then lighted. When the lighthouse was passed the Pacific was steering West by South and gave the light a good wide berth; could not say when they changed the course, but when witness came up from dinner, which was perhaps in about an hour, he found the course was changed. Could not say exactly how they were then steering; fancied it was more southerly; thought it was South by West. it was dark, but could see Cape Flattery light; thought it was then about 6:30 p. m.; believed the light was then over 12 miles away; it was getting very dim; dark but clear weather; not much sea, but stiff breeze still. Went below and waited while the steward got beds laid on the cabin floor; thought the bulk of the passengers had turned in. Witness laid awake about an hour; then felt a shock which seemed as if something like a log had gone through the steamer's starboard bow; at first thought an anchor had got adrift and struck the ship. Witness was on the starboard side partially dressed and went on deck; some of the passengers were in the dining saloon and some were sitting around the table. The ship did not list over or tremble at the shock as if struck by a heavy sea. Heard bell ring to stop the engines; went on deck again and heard some one sing out "all right, we have only struck another vessel." Some ladies rushed on deck; thought most of the passengers went on deck; witness could see 3 lights on the starboard quarter; they were plain lights; did not notice any colors; did not see the outline of any ship; went down again to the cabin; was sure the lights were not on board the Pacific. Did not pay particular attention to the lights; did not see the captain or any of the officers; just heard somebody say "all was right," and then turned in again. Head wind blowing; started to undress again, but noticed the vessel take a heavy lurch to port and heard water rushing in forward. Witness put on his overcoat and went on deck again; saw the captain and purser; heard the purser ask the captain which boat he should take charge of; did not hear the answer. Witness was told by the captain, in answer to a question, that there were blue lights in the wheelhouse. Witness got five blue lights and let them off. Witness found the wheel abandoned, nobody being in the wheelhouse but a passenger, who asked witness if he could tell him which direction to steer for land, as if nobody else would steer the ship he would do it himself; witness told him he did not know which way to steer; the engines were going full speed at the time; witness looked around the ship for the best chance to get away; there was great confusion and the steamship had a heavy list to port; witness heard some one say if the passengers would not let them clear the boats they had better cut them loose and let them go without any crew at all; witness was not sure who said this, but thought it was the Captain. Felt certain it was said by some one. Witness does not seem to have seen much of the Captain or officers. The port boat, forward of the paddle-wheel, seemed to be the best; tried to help to shove it off; noticed that one of the davit falls broke and they had time to get a new purchase and rig it; the majority of the ladies got into this boat; witness assisted some into it. Heard some of the ladies say there was water in the boat. The 1st Engineer appeared to have charge of it while it was hanging to the davits; heard all the men ordered out of the boat; the Chief Engineer ordered them out and some of the passengers got out. One of the crew threw a male passenger out on to the deck. In the bow of the boat witness noticed a lot of the cabin waiters. Told them if they were men they had better get out and help to get the boat off. They said they had to take charge of the ladies; witness said the ladies would be taken charge of when the boat was loose. At last the ship settled so much that the boat was afloat; it was then cut loose, and after rocking a little it capsized. Witness thought that when the boat rocked over to port the ladies in alarm rushed to starboard, and that capsized it; but it might have struck the ship. The Engineer cut the boat loose; witness thought the boat was too heavily laden. They had oars in it; after it capsized witness, who had been in the boat, got on the bottom of it; did not think there was water in the boat; got on to the bottom of the boat without getting wet; could not tell how this was done; while on the bottom of the boat, a metallic lifeboat, found a large hole stove in the bottom 18 inches long by 4 inches wide; the hole started from the keel and ran up the side; the steamer then careened over, the funnel striking the boat, and the ship seemed to break in two and the whole sank out of sight; the engines seemed to come through the side. After the ship sank the pilot-house floated against the boat, on the bottom of which there were now 5 persons. The sinking of the ship caused a great suction and afterwards the water got smooth and witness could see many people paddling about. The weather was dark with a stiff breeze blowing and the wind rising. No sign of the ship which was supposed to have struck them was now visible and no lights were to be seen. Only one man besides witness got on the pilot house, the remainder of those on the boat stayed there and after the witness lost sight of them he could still hear them shout "boat ahoy." Could not tell why the rest did not come on the pilot house, but the house drifted away fast and last boat witness saw was the one which he had left. Drifted with the wind. Heard it said on board that two boats had got away but saw nothing of them. Thought one large boat on the starboard side forward of the wheel house went down with the ship as it was full of men, and the ship was listed over to port and witness did not think this boat could be launched. Did not go down to see any cargo. Could not say if there was wheat on board. Only noticed some hops. Could not say if the Captain was dressed. Thought the ship did not sunk until an hour after the shock. Saw none of the officers except the chief engineer doing duty. There was no order on board after the ship struck. Could not tell anything about the other officers, they might have been on duty out of witness's sight. Thought the watch could have seen the vessel which struck them. The steamer's lights were up. Could not say how far the lights of the other vessel were away. Thought not a hundred yards. Did not see the horses on board loose. Thought if there was a collision it was very light. Thought if the Pacific was strong and seaworthy, the shock ought not to have damaged her much. Told a fellow passenger at starting that the vessel seemed likely to go to the bottom. No attempt, so far as witness knew, was made to hail the vessel said to have struck them. The man on the pilot house with witness was the passenger he had seen in the wheel house on board asking for the course to steer. He said the steamer was a rotten old tub. Friday afternoon witness' companion died. He did not tell witness who he was. Had very little conversation with him. Thought the vessel was thirty or forty miles below Cape Flattery. Did not think the ship struck a rock. Her motion afterwards was too free. Could not say anything about the speed she was going. On Friday saw a man on a raft alone, who said it was a rough time. Witness' companion got so weak he was obliged to lie down, and the sea was increasing and washed over him till he was drowned. Part of the pilot house broke away and left only the roof after a while. All Friday was drifting about. Friday night saw Cape Flatery light and made out a vessel. Early Saturday morning saw land close to Vancouver Island, saw three rafts on Friday afternoon; one with three men and a woman on it. Could not say how many there were on the other rafts. All were drifting up in the same direction, no shore being then (Friday) visible. Saturday when picked up by the Messenger was drifting off shore again. When the Messenger sighted witness, she rounded to and lowered a boat which had to row some distance. Witness told the Captain what had taken place and the Captain said his crew had been on deck two nights and were worn out; some of them were Lascars, and he would have gone back if his crew could have worked the ship. He expressed sorrow that he could not do so. Witness saw that he was short-handed and could not work the ship properly by the way she manœuvred when picking him up. Did not hear many remarks made on board about putting water in the boats to trim ship; was not acquainted with many of the passengers and had not a great deal of conversation with any of them.

The Foreman of the Jury asked for an adjournment in order to procure evidence as to the stowage of the cargo.

A juror suggested that the quartermaster who was saved be sent for.

The Foreman suggested that Messrs. Diggle and Egerton should be examined by commission at Nanaimo.

After further consultation the inquiry was adjourned till Tuesday.

Municipal Police Court.

[Before A. C. Elliott, Esq.]

THURSDAY, Nov. 11th.

Johnny, a Fort Rupert Indian, was condemned to 14 days' imprisonment for stealing a shawl from a klootchman.

Mary, another Fort Rupert, arrested on a charge of having stolen goods in her possession was discharged.

Henry Russell, on remand charged with stealing coal from Messrs. Engelhardt. Discharged, case being withdrawn.

Samuel Askew, and an Indian, charged with being drunk and disorderly, were discharged.

An assault case, and a case of violation of the sanitary laws, were remanded.

HON. G. T. VINING.—The body of this unfortunate gentleman, who was lost with the Pacific, was taken in charge by the Masonic Order yesterday and will leave by the North Pacific to-day for Tacoma. Mr. Vining was formerly a resident of Oregon, where he was a State Senator. He was an extensive hopgrower at Puyallup, near Tacoma, and had $6000 worth of hops on board the lost steamer. His family consists of a wife and seven children.

H. M. S. FANTOME will sail for the West Coast to-day to search thoroughly for survivors from the wreck. The Government of the Province seem at last to have got it through their slow minds that the country expects them to take some step in the matter; and they have authorized Capt. Long to offer a reward of $100 for every survivor delivered to him, and $50 for every dead body. Let us hope and pray that the search may result in finding many of the sufferers alive and restoring them to their friends.

THE BAZAAR in aid of St. Joseph's Hospital, at the Philharmonic Hall last night, was well attended and the stalls were filled with many pretty specimens of fancy work, which were successfully disposed of by the fair saleswomen. Raffles were going on in all directions and in this manner $20 was obtained for a sack of flour. The grand raffles for furniture were not drawn, however, as the lists were not filled up and it was thought better to postpone them.

As the North Pacific left Port Townsend harbor, yesterday, a bark towing a boat was observed to enter. It was at first thought that the bark's jib was gone and that she might prove to be the vessel that is said to have sunk the Pacific; but we believe that such proved to be not the fact.

THE Pacific's bucket-rack, in good condition was picked up at Clover Point yesterday and may be seen at Henley's. It had floated about 85 miles. Also, a fresh water pump came ashore at same place.

THE remains of Mrs. Keller were prepared for the grave yesterday; but will not be interred until the friends of the family at San Francisco have been communicated with.

A. H. ROCKWELL, the horse-trainer, and wife, were from Binghampton, New York. M. D. Hurlburt was from Greene County, New York.

FALSE ALARM.—The report that a ship fired cannon and burned blue lights off Beacon Hill last evening.

The West Coast Shooting Case.

The Rocket left Esquimalt at 6 a. m. Sunday last and proceeded under steam towards Barclay Sound, which was passed about 7 p. m. On account of a heavy easterly wind, accompanied by a dense fog which prevailed all Sunday night and part of the forenoon of Monday, it was found impossible to make for Hesquiot Harbor with any degree of certainty, and when the coast was approached sufficiently to ascertain through the fog the ship's exact position it was found that she was about 20 miles to the N. W. of Hesquiot. The ship was then put about; but as there was an exceedingly rough sea and heavy wind directly in her teeth, it was deemed prudent to make for Esperanza Inlet. This was accordingly done, and the ship anchored in Rolling Roadstead to leeward of Catala Island, about 4:45 p. m. on Monday. The anchor was weighed next morning about 7 o'clock and with a lively breeze the Rocket reached Hesquiot about 5:30 p. m.

A boat was immediately sent ashore containing the Bishop, Mr. Todd, Superintendent of Police, the ship's surgeon, Dr. Walkem, three marines with rifles and sidearms, and Charlie the Indian who brought the news to Victoria. The boat escaped the surf very nicely and all hands were landed in safety. Father Brabant was found lying on a bed alive, and with his arm extended over the side, and a piece of lint soaked in cold water lying over the hand. As the priest was evidently in a fit condition to travel it was decided to dispense with any examination, and he was accordingly removed to the Rocket early next morning.

When the good priest was about being laid in the boat, all the Indians collected about the shore with a very sorrowful expression upon their features, and one Chief, Hyaska, addressed all in a very loud voice and excited tones, "We do not know how sad our heart is. We are very sad. There is a priest leaving us. What are we going to do? We want to know when he is coming back. We are sad--sad." There were about 20 shot holes in the priest's back and about 12 in his hand. The hand is in a sloughing state and pretty badly injured. The shot in the back were all close beneath the integument. The cot in which Father Brabant was removed to the ship was slung on the spanker-boom and a canvas covering placed over the deck.

The particulars of the affair are as follows: Matla-how was an Indian Chief, pretty well known along the coast and, indeed, may have been seen daily by the citizens of Victoria a few weeks ago, sitting in front of the Postoffice sporting his figure in a Dominion Militia uniform, wearing a silver medal on his breast and a cap with a glazed peak and red band around it, and the Canadian Beaver in the front. It is supposed that Matlahow was afraid of smallpox and both he and Charlie were under the impression that somehow or other the priest could so attend and treat them that they would not die. Charlie before this occurrence had been in the habit of sleeping at the priest's house and more recently Matla-how, his father, and an old Chief named Omak, had done the same; but Charlie seemed to have a peculiar dread of Matla-how and begged the priest to allow him (Charlie) to sleep up stairs instead of below with the others. Curiously during the night preceding the affair the father of Matla-how left the house, it is not exactly known at what time, and crossed over Hesquiot Bay, and wasn't missed by Charlie or the priest until next morning. However, no suspicion of anything wrong was caused by his sudden departure, but early next morning Matla-how requested the priest to lend him his gun, as he wished to shoot some blue jays which were making great havoc with the priests potatoes. The priest gave it to him; but luckily no shot, of which he had only one kind, "A." Matla-how received the gun and went over to his own hut, where he doubtless loaded it. After giving Matla-how the gun the priest had breakfast, then held service, visited a poor sick woman, and was returning to his house when he was met by Charlie, who had a very troubled look upon his face. He said, "Take care, sir, Matla-how is sick, and he is afraid he will die." Charlie being evidently afraid of dying himself, the priest tried to cheer him up, and on Charlie mentioning somthing about Matla-how having the priest's gun, Father Brabant thought he would step over and see him. When he entered Matla-how's hut, Matla-how was sitting down. The priest asked him how he felt. Matla-how said "memaloosh," at the same time seizing the skin of his (Matla-how's) leg and throat and shaking it. Memaloosh may mean either 'I am dying' or "You die." He had a peculiar ghastly grin upon his features, and seizing the gun, he, without a word of warning, fired at the priest. The priest turned his head away so as not to see the explosion of the gun and, raising his hand, he received the contents of the barrel in it. Father Brabant rushed out, bewildered and stunned with the shock of the pain, to a stream close by to wash his wounded hand. When thus employed in a stooping posture, Matla-how, as if with the intention of making sure of his work, fired the contents of the second barrel into his back. Not knowing what to do, Father Brabant turned and ran in the direction of the principal encampment, where he was speedily surrounded by an excited crowd, who were attracted by the cries of the wounded priest. Here the priest feeling himself getting faint, and as a film seemed to be gathering over his eyes, knelt down, as he feared he was about to die, and prayed. He was removed to his house, where he wrote the short notes to the Lord Bishop in connection with the affair, which have already appeared in print. Some of the Indians were greatly excited, and but one word from the priest and they would have killed him and all his relations, but Father Brabant counselled moderation and said "Poor Matla-how! he did not know what he was doing." Others, again, could scarcely believe that it was Matla-how who was the culprit and suggested that it must be some strange Indian.

The priest lay in his bed with a cold water dressing kept constantly on his hand and watched and cared for by his Indian converts, who were kind even to affection, until the arrival of the Rocket. Pending the latter's arrival, several Indians offered to catch Matla-how for the priest and tie him up in his house, but the offer was graciously declined.

When the Superintendent of Police arrived, he found that his bird had flown. The Indians stated that he had escaped to the mountains and that he was likely dead. Not knowing where Matla-how was, and not being likely to, it was decided to return to Victoria, an indicatment being held out in the meantime in the shape of a reward to the Indians to bring Matla-how a prisoner to Victoria. On the way down some drift wood was seen which might have been part of the wreck, but as nobody on board had any knowledge of such a disaster having taken place, no look-out for that purpose was specially kept.

Finally, all the gentlemen who went up in the Rocket are extremely well pleased with the great kindness and attention which they had received on board from the Captain, the ward-room Officers, and the seamen in general.

[We are indebted to Dr. Walkem's courtesy for the above report. ED. COL.]

More About the Pacific.

SAN FRANCISCO, Nov, 8.—The Pacific was a wooden side wheel steamer, of about 900 tons, built in 1851 by W. H. Brown, of New York. She was nearly rebuilt here by the Pacific Mail Company two years ago. She was docked and surveyed the trip before the last and given a certificate "A 2." Her value was about $100,000. Her cargo was hops and oats, worth about $25,000. Insurance on the ship is $47,500, divided nearly equally amongst Fireman's Fund, Union, State Investment, Commercial, Swiss Lloyds and New Orleans Mutual companies. Capt. Howell had the reputation of an officient officer. The ship's complement was as follows: Master, J. D. Howell; first officer, A. N. McDonough; second, A. Wells; third, J. M. Lewis; purser, O. Hite, jr., freight clerk, S. H. Bigeley; chief engineer, T. Huston; assistant, D. M. Bassett; oilers, T. Lestrange and J. Dugan; carpenter, R. Erickson; watchman, Henry Norris; steward, Chas. H. Jackson; steerage steward, S. McNichol; first cook, J. M. Hollinsworth; second cook, S. Miles; third cook, C. H. Whiting; baker, Thos. Mulloy; porter, Robert T. McNemaine; stewardess, Hannah Muir. There were also five firemen, four coal passers, ten seamen, two messmen, two pantry men and eight waiters.

In the absence of further particulars, Capt. Goodall, of Goodhall, Nelson & Perkins, owners, and many searfaring men, believe the ship met a heavy southeaster, which may be expected there at this season. The Pacific was one of the best sea boats on the coast. It is believed that the survivor picked up may be in error as to the fate of other boats, as the steamer was provided with extra large and safe life boats.

WRECK OF THE PACIFIC.—Another old hulk has gone to pieces, consigning a large number of persons to a grave in the sea. It is easy now to say that she was unseaworthy, and that such a vessel should not have been permitted to carry passengers. But how many of those passengers knew her condition before they went on board? Probably not one. They sailed with as little sense of danger as any who embark on the other rotten craft that navigate the seas. A rotten ship looks as well when she is painted and puttied up as a sound one. This is not the first vessel that has fallen to pieces on her way up or down the northwest coast, and will hardly be the last one. The condemning comes too late when it is brought by the wreck of a vessel and loss of a hundred lives or more. It is time the authorities in such matters were called to account by a distinct and unmistakable public sentiment, for allowing such vessels to go to sea. It is time the travelling public were provided some means of knowing whether the steamers that invite them on board are seaworthy or are floating coffins. There is need of a Plimsoll in our Congress who will not stop with securing humane treatment to mariners in the merchant service, but will probe the subject of passenger carrying.—*Oregonian.*

ANOTHER HOPE DESTROYED.—Says the *Oregonian* of the 10th: "Soon after the steamship California reached her wharf from the north, it was reported that nine survivors of the ill-fated Pacific had been picked up by the former vessel on the way to this port. The officers and crew of the California heard nothing of the disaster until Astoria was reached. On arriving there they were informed for the first time that the Pacific had foundered at sea, and that all on board, save one, had found a grave in the ocean. The officers report that they saw fragments floating about not a great way from where the Pacific is supposed to have gone down, which, in all probability, were portions of the wreck. No particular notice was taken of these fragments, as those on board knew nothing of the disaster.

THE *Standard* regrets that THE COLONIST is not more careful in its statements "at a time when the heart of this comunity is wrung with grief." To this we say that we are *always* careful in our statements—whether the occasion be one of joy or grief; and we feel sure that we shall never be led into the committal of an atrocity such as was perpetrated in this city on Monday, when an extra was issued from the *Standard* office expressly to announce that the steamship Pacific had gone down carrying with it trained dogs and horses, bagpipes and circus paraphernalia!

THE NUMBER ON BOARD.—We have made the most careful enquiry with a view to ascertain the number of persons on board the steamship Pacific when she went down. At first we were inclined to set the number at 275. We are now satisfied that officers, crew and passengers, the number was at least 325. Many miners went on board at the last moment and their names are not reported in any list yet published.

ST. ANDREW'S CATHEDRAL. — A funeral service will be celebrated at 9 a. m. on Saturday, 13th inst., for the repose of the souls of the members of the congregation who perished at the wreck of the Pacific. ***

THE steamer North Pacific arrived from Puget Sound at 2 o'clock yesterday afternoon, bringing 20 passengers, 23 sheep, 62 hogs, 508 sacks of flour, a quantity of other freight and a mail.

MORE UNFORTUNATES. — Following are the names of three passengers by the lost steamship who have not prieviously been reported. Mr. A. Hamm, of San Francisco; J. N. Borden, Halifax; W. C. Purdy, Batti, Ontario.

THE RACES closed yesterday. The first race was won by "Alphia;" the second by Gladiator; and the 3rd or trotting match by "Honest Hans" beating Bowker's mare and Heywood's gelding.

Los Angeles' Passengers.

SAN FRANCISCO, Nov. 10.—The steamship Los Angeles for Victoria sailed at 2 p. m. with the following passengers:—C. Warwick, Mr. Mayor, M. Welneske, Mr. Wilde, C. Redfern, Miss W. Elmora, John Ferguson, W. F. Archibald, J. N. Riglow, C. Pecht, W. T. Langdon, W. Davidson, J. Wellington, J. James, A. B. Gunn & wife, John McGregor, R. Davidson, Mrs. Gosnell and two chdn, Mrs. Baker, C. Moote, Mrs. H. Smith, E. Fawcett, G. Morris, L. Fortlack, Miss Drake, A. M. Emmerson, Capt, Bunster and 25 in the steerage.

TWO MEN have been arrested for robbing a stage of Wells Fargo's treasure-box near Umaleila, Oregon.

MEN should be sent out to search the beach from Rocky Point to Ross Bay for bodies.

MISS Imogene Holbrook is giving readings to large audiences at Portland.

PHILIP JAMES, M. D., Physician and Accoucheur of 45 years' experience, offers his services to the inhabitants of Victoria. Extracts Polypus and Cancer without the use of the knife. Rheumatic pains cured in one hour. Pandora street, above the Synagogue.

Mrs. James presents her compliments to the ladies of Victoria as a practical Midwife of 20 years experience. ***

FELL'S COFFEE, superior to any other manufactured on the Coast, may be obtained of all respectable dealers throughout the Province. ***

New Advertisements.

NOTICE.

Ship "Natton's Hope," Capt. Wm. Livingston, from Yokohama.

NEITHER THE CAPTAIN NOR THE UNdersigned will be responsible for any debts contracted by the crew.

WELCH, RITHET & CO., Agents.
no7

Barque Blanche.

NEITHER THE CAPTAIN NOR THE UNdersigned Agents for the above vessel, will be responsible for any debts contracted by the crew.

HENRY RHODES & CO.

Store street, Nov. 9th, 1875.
nov10.

DISTRIBUTION OF PROFITS, 1875.

SPECIAL NOTICE.

The next Division of Profits will be made among Policies in existence at 15th November, 1875, and all who assure on or before that date will rank for a year's bonus on that occasion.

THE STANDARD

LIFE ASSURANCE CO.,

Established 1825.

GOVERNOR:

HIS GRACE THE DUKE OF BUCCLEUCH AND QUEENSBERRY, K. G.

Head Office, Edinburgh, 3 & 5 George St.

THE FORTY-NINTH ANNUAL GENERAL Meeting of the Company was held at Edinburgh on Wednesday, the 28th April, 1875, when the following results were communicated.

RESULTS COMMUNICATED IN REPORT BY THE DIRECTORS.

Amount Proposed for Assurance during the Year 1874 (2001) Proposals £1,342,935 18 0

Amount of Assurances accepted during the year 1874 (1671) Policies £1,088,665 18 0

Annual Premiums on New Policies during the year 1874. - - - £35,891 17 1

Claims by Death during the year 1874, exclusive of bonus additions - £336,644 7 11

Amount of Assurances accepted during the last five years - - - £5,720,284 19 10

Subsisting Assurances at 15th November, 1874, (of which £986,103, 12s. is Reassured with other offices) £17,779,362 3 6

REVENUE, £733,111 19s. 9d. per annum.

ASSETS, £4,821,005 17s. 10.

A Full Report of the proceedings at the meeting and all further information may be obtained on application at the Agency of the Company.

SPENCER C. THOMPSON, Manager.
D. CLUNIE GREGOR, Secretary.

BRITISH COLUMBIA—VICT. BOARD OF DIRECTORS

J. F. McCREIGHT, Esq., Barrister, M.P.P.
A. J. LANGLEY, Esq., J.P.
WILLIAM BAINES, Esq., Merchant.
C. S. JONES, Esq., Accountant Bank British Col.

MEDICAL OFFICER—DR. JAMES TRIMBLE.

Agents and Secretaries to the Board—

sel2 2m2p STAHLSCHMIDT & CO.

Night School.

A NIGHT SCHOOL WILL BE OPENED next Monday evening (Nov. 15th, in the Grammar School Building on View street. Classes will then be formed in Arithmetic, Book-keeping, &c Three lessons a week. Terms $2 50 per month. Those intending to join are requested to communicate either in person between the hours of three and half-past at the Grammar School, or through the Postoffice with WALTER F. JONES, M. A.
no10

J. SEHL,

Importer and Manufacturer of

FURNITURE

Mirrors, Mouldings, Picture Frames

REVERSIBLE PERAMBULATORS,

CARVED BRACKETS, &c.

In every variety direct from the Eastern Manufacturers, which he offers for sale at

Prices which Defy Competition.

Lamps, Bird Cages, Door Mats,

Cocoa Matting, 4, 5 & 6-4 China do.

Rosewood, Mahogany, and Walnut Lumber, &c., &c.

Also on hand a First Class

POCKET BILLIARD TABLE

With Marble Bed and everything complete, to be sold at a very LOW PRICE.

J. SEHL,

GOVERNMENT STREET,

Between Fort and Bastion.
no10

Daily British Colonist

TUESDAY MORNING, NOV. 16TH, 1875.

THE BRITISH COLONIST is the only Paper Published at Victoria that receives Regular Telegraphic Dispatches.

CONSIGNEES.

Per stmp LOS ANGELES, fm San Francisco—Alex Helgesen, A Bunster, A Roine & Co, A & W Wilson, C& Borthwick & Brown, D W Miller, Ed. E Norris, E Neufelder, F Eiskoff, G B, H Saunders, HL, H&Co, H Gerke & Co, H Jewell, J S Pills, JB JC&Co, H B Co, Langley & Co, Levy Bros, Lewis Lewis, M&J, Mara & Wilson, Marne & Herne, P. Matthews, Richards & Tye, P McQuade & Son, R Carr, St. Ann's Convent, S Clarkson, Stuart & Keast, Stoltz Bros, J P Davies, T N Hibben, T Shotbolt, W Jones, McNiffe, W C Webster, E Marvin, Wells-Fargo, S&B.

Per stmp DAKOTA from San Francisco—Turner, Beeton & Tunstall, G C Keays, J P Davies, R Carr, P McQuade & Son, E B Marvin, R Maynard, H Saunders, P Casnoelli, Lambkin & Field, Thos G Moody, Hudson Bay Co, Thos Shotbolt, Henry Mansell, P&SSCo, W McNiffe, Kwong Lee & Co, Doughty & Son, J King, C Morton, F Fell, F Neufelder, Tai Yune, Brown & White, & Wilson, J Rueff & Co, T S Bone, J D Pemberton, J Spritt, S J Pitts, W Jones, T N Hibben & Co, Mrs. A McBrown, A Fellows, H Rhodes & Co, G Bossi, F&Co, Lohse & Co, D Green, T J A Astrico, D W Higgins, Levy Bros, Warner & Ragazzoni, John Holman, J Gosnell, Mathews, Richards & Tye, Mansell & Holroyd, Kinsman & Styles, G W A Lange, W G Norris, W Reed, O, B P Devin, C G Major, Dunsmuir, Diggle & Co.

PASSENGERS.

Per stmp DAKOTA, fm San Francisco—J. A. Rose, E. P. Rowe, J. D. Pemberton, Mrs. Nagle, Miss Adele Leighton, C W Hayes, E. A. Rose, F. Johnson, W. R Clarke, J. C. Fitzgerald, John Walsh, Edward Bidford, J Dougall, Ah Bin, Ah Ting.

Per stmp LOS ANGELES, fm San Francisco—C Warner, W R Major, C Redfern, Mr. Wilde, A Bunster, M Wilshill, R Wellmore, J. Ferguson, J. McGregor, R. Davidson, Mrs. Gosnell and 2 childn, Mrs. Baker, S. Moote, Mr. H. Smith, Ah Gun and wife, E. Fawcett, J. W. F. Archibald, G. Morris, J F Biglow, L. Forlat, J. Specht, H. Mander, Miss M. Drake, Miss Bennett, W. Langdon, A. M Emerson, W. Davidson, J. Wellington, W. James, O. B. Gibson, and 11 in the steerage.

[Portland Oregonian.]

FURTHER AND LATER!

The Search for Bodies!

Four Bodies Found!

Statement of Capt. Sawyer, of the Ship which Collided with the Pacific

BUT LITTLE HOPE OF FINDING MORE SURVIVORS!

PORT TOWNSEND, Nov. 12.—When near Waddah island, *en route* to Neah Bay, the Wolcott picked up the body of a man with a life-preserver on. The body was taken on board, and, from a letter from his sister found in one of his pockets, he was supposed to be a Welchman, from the town of Rhyle, in the North of Wales, named Robt. Jones. O'Hanley afterwards recognized the body as one of the under stewards of the Pacific.

At Neah Bay, Lieut. Harwood, commander of the cutter, went on shore and requested the Indian agent there, Mr. Huntington, to lend his aid in prosecuting the search, which the agent willingly agreed to do. He started a number of trustworthy Indians down the coast south from Cape Flattery to pick up white men's bodies or any others, and bring them to the agency. These Indians searched the shore for twenty miles below the cape, and returned two days afterward, reporting no signs of the wreck along the shore in that direction. The agent also furnished Lieutenant Harwood with a canoe and crew of Indians, which was taken on board the cutter to prosecute the search on the north shore of the straits in places where the steamer or her boats could not reach. The rescued man was left in charge of Mr. Huntington, and also the body, which latter, considering the circumstances, it was thought best to bury and write to the friends of the deceased in Wales. The steamer Gussie Telfair arrived at Neah Bay on Tuesday morning and joined in the search. She picked up three bodies, one of a woman, who was recognized to be Mrs. Wm Lawson, [since ascertained to be the body of Mrs. Kellar of San Francisco—ED. COL.] and two men, one of which was a Mr. Vining, of Puyallup, and the other was supposed to be a fireman of the Pacific. Picked up two trunks, one of them, from the contents, was found to belong to Mrs. Lawson, as it was filled with woman's and children's clothing. On the outside of it was a leather tag marked Mr. W. Lawson, bank of British North America, San Francisco. The other trunk belonged to the horse trainers, Rockwell & Hurlburt, who were known to have taken passage in the unfortunate vessel.

PORT TOWNSEND, Nov. 12.—All day Tuesday a terrific storm raged and it was impossible to go outside of the Cape, so all the labor of the two steamers was devoted to searching the north and south shores of the Straits, with only the results above indicated. On Wednesday the weather moderated and the commander of the Wolcott determined to search the shore of Vancouver Island as far north as Barclay Sound, 35 miles from Cape Flattery. At about the same time the steamer Telfair started in her search to the southward. During the passage along the Vancouver shore all the Indians seen were communicated with, but farther than the fact that some light timbers, deck buckets and boxes had been found, nothing was ascertained. Steaming up Barclay Sound, the first Indian village was hailed, and a canoe came off containing a white man, who came aboard and introduced himself as the first mate of the ship Orpheus. He stated that he had been run into the Thursday night previous by a steamer, and was wrecked on the following Saturday morning on Island near by Copper Island. The captain and crew had got ashore safely, and were encamped further up. Proceeding in the direction indicated, another canoe approached, in which was Captain Sawyer, of the ship Orpheus. He gave the following account of the disaster: On Thursday evening he was approaching the Cape, and was, by his reckoning, about twenty miles off, with a fresh southeast breeze, steering about southwest, before the wind, his man at the wheel first saw the steamer's headlight off the port bow, and then immediately after straight ahead. He could see neither of her side lights, and could not make out which direction she was coming. He put his helm astarboard and turned his ship's head off shore. The light came nearer, and he continued to starboard his helm until his vessel had turned around, his sails were flat aback and his ship hove to. The steamer, by this time, had got very near him, and blew one whistle, and in less than half a minute after, her bow struck his ship a glancing blow just abaft the fore chains, crushing in the rail and breaking his planking down to near the copper. She surged alongside of her, carrying away all his starboard braces and rigging on that side and also his foretopmast and topgallant mast. Capt. Sawyer states he hailed the steamer as she surged past and called to them to lay by him, and send him a boat, as he then supposed his ship to be in a sinking condition, but no one answered his hail, neither did he see any one on her deck. She drifted or steamed away, he was not certain which, and he afterwards saw a flash light, which he took for a signal at that time—they had heard his hail and would lay by him. He saw her no more, and his ship at that time demanded all his attention.

He lay to the remainder of that night and nearly all day Friday repairing his rigging, and that afternoon got under way and again made sail for the land, allowing for two knots northerly set off the current for his position, from which he had first hove to. Soon after dark he made a light, which he took for Cape Flattery, not knowing that there was a light on the coast farther north, nor did his latest chart make note of any. He allowed five miles clearance for Duncan rock, and considered himself safe after entering the straits of Fuca, when, about 5 o'clock Saturday morning, his ship scraped over a reef, and immediately after struck her bow on a rock, stuck fast and filled. The light he mistook for Flattery is on Cape Beale, the entrance of Barclay Sound, 35 miles north of the former. How the ship escaped dangers passed before she struck is a mystery to all who have examined the admiralty chart of Barclay Sound. The ship will prove a total loss. Capt. Sawyer got all the valuables he could out of her, and encamped on the shore with his wife and crew in tents made of her sails. He had hired a canoe from the Indians and started his mate to Victoria for help, but the weather was so bad that the Indians would not venture out on the voyage, so they were found when the Wolcott arrived. Lieut. Harwood took them aboard his vessel with the most valuable portion of the goods saved, leaving the first mate of the Orpheus in charge of the wreck until her owners could be consulted. All were landed safely at Port Townsend on Friday morning. Nothing was heard of or seen in Barclay Sound of anything pertaining to the unfortunate Pacific. So ends the sad story of the loss of a steamer with only two lives saved and four bodies recovered and a fine ship wrecked, forming in the combination the most melancholy catastrophes occurring in this part of the Pacific coast. Too much praise cannot be given to Capt. Harwood and the other officers and crew of the revenue cutter Wolcott for their energy and activity shown on the occasion and also to Peter Thompson, a pilot, who volunteered his service, as he was well acquainted with the shores of Vancouver Island and the surroundings of the Straits of Fuca, and also to Mr. Huntington, the Indian agent at Neah Bay reservation, and, in fact, all with whom we came in contact.

Capt. Harwood and Pilot Peter Thompson went to the wreck of the Orpheus and examined it carefully. They say that the ship was undoubtedly struck by the steamer just abaft the forward rigging.

THE WRECK OF THE PACIFIC.

Statement of the Captain of the Ship Orpheus.

[*From our Special Reporter.*]

THURSDAY, Oct. 28th, 1875.—Left San Francisco for Departure Bay, B. C., in tow of tug Lookout; had the usual light southerly weather till Thursday, Nov. 4th, when the wind commenced to breeze up from the S.S.W. to S.E. with thick rainy weather; at noon Cape Flattery light bore N.¼W., distant 95 miles; course steered N. by W. till 8 a. m., distance run, 65 miles; then steered N.N.W. wind increasing and sea getting up; thick and rainy. At about 9:30 p. m. lights reported on the port bow, one point, 2nd mate in charge of the deck; altered her course to N. W. by W. and brought the light on starboard bow; I went on deck and found a steamer's mast-head light, could see no colored lights, but saw several saloon lights. I kept the light on the starboard bow and brought the ship up to W. S. W., yards square and sails all aback; 2nd mate thought he could see red lights, but I could not; told the man at the wheel to keep her off; payed off about 2 points and then countermanded the order and had the wheel put hard down again; in about two or three minutes the steamer, then about 4½ points on our starboard bow, blew her whistle, and in less than a minute afterwards she struck us in the fore channels by the after fore-topmast back stay, carrying away starboard fore-top-gallant and royal back-stay and royal-mast, breaking in about 40 feet of our main rail with stanchion, splitting covering board and plank shear, splitting planks from plank shear to copper, starting butts and breaking four planks just above the copper, through to the timbers; carried away all the starboard braces and blocks attached, maintopgallant back stays, mizzen topmast and topgallant back stays, topsail halliards and injuring lower main and mizzen rigging more or less; also, carried away starboard bumpkin with blocks, etc. I hailed the steamer as she passed astern and asked him to lay by and send me a boat, as I thought I was sinking. After sounding my pumps and finding the ship making no water I commenced to shorten sail and heave the ship to with her head to S.W. The steamer hailed me three times but could only hear "ship ahoy." I could not hear this for at the time I was about the pumps to see if we were sinking. The man at the wheel reported this to me. At about midnight I had the ship under 3 lower topsails. Fore and main topmast staysails and reefed spanker, heading from S.S.W. to S.W. and drifting to the W.N.W. about 2 knots, it then blowing very hard from the S.E. and very bad sea.

FRIDAY, Nov. 5.—Blowing heavy from S.E. and heavy sea. At noon wind moderating and canting to westward. At 4 p. m. run the ship to southward; saw the land bearing N.N.E. distant 12 miles; saw a sail standing in towards it; at 6 p. m. saw the light which I took to be Cape Flattery light, and steered in towards it with a two-knot breeze; at 9, the light being N. by E., gave orders to the mate to keep her about 5 miles off the light, get it to bear S, and then steer East. At 2 a. m. was on deck, light bearing E. by S. ship steering East. At 4 a. m. was told by the 2nd mate that the light was out of sight and the ship in a wide channel running up with a free W.S.W. breeze; at 5 a. m. ship ran on a reef and ran hard and fast on the rocks, she going at the time about 5 knots. Found the ship hard and fast, and filling rapidly with water; clewed up the sails and got the people and provisions out of the ship; at 9 a. m. sent mate with 4 men and boat for assistance; at work all day stripping ship.

SUNDAY, Nov. 7.—Stripping ship; people at work; rainy and stormy.

MONDAY, Nov. 8.—Saw a canoe with 2 Indians; they told me that a white man lived about 8 miles off; sent for him to come to me; he came and offered his services and the Indians he controled, and received us very kindly at his house.

TUESDAY, Nov. 9.—Blowing a gale from the S.E.; could not board the ship; she was half full of water.

WEDNESDAY, Nov. 10.—Rough weather could not get on board the ship; decks washed away and all sails, gear, provisions, etc., ruined, all washed away; sent the mate with canoe and 6 Indians to Victoria, B. C., for assistance; at 4:30 the Oliver Wolcott, U. S. R. cutter, Lieut. Harwood commanding, came to where we were having found my mate; she was then cruising for the wreck of the steamer Pacific, and my ship at the time.

THURSDAY, Nov. 11.—Was received on board the Wolcott with my crew and their effects and what property that was saved. We then visited the ship, but found it so rough we could not do anything. I concluded to leave the mate in charge, and the rest of us to come to Port Townsend with the cutter; was treated with great kindness by her officers who did everything in their power for our comfort, and landed us in Port Townsend at 9 a. m. on Friday, Nov. 12th, 1875.

CHARLES SAWYER, JR.,
Master of the late American ship Orpheus, of Boston, Mass.

WRECK OF THE PACIFIC.

What some of the Crew of the ship Orpheus Say!

They Charge that their Captain left the Pacific's People to Perish!!

And G——D——d Them!

A private letter from Port Townsend, received in town, states that there is a very strong feeling at this place against the Captain of the Orpheus. The man at the ship's wheel when the Pacific collided with her, and four other men, have testified that the steamship hailed them three times, and each time the man at the wheel said, "Captain, the steamer is hailing you;" and the reply from the Captain was G——d——the steamer." The steward, the writer says, told him, that they could see the lights of the steamer twenty minutes after they struck her, and the steward's wife says she could hear the people from the steamer calling for assistance.

Another Great Disaster.

[S. F. Bulletin, 10th inst.]

Our columns contain to-day the particulars of the loss of another steamship on the northern coast. The account of the one survivor is so incoherent that we may still hope subsequent accounts will show some mitigation of the disaster. It cannot be gathered with any certainty from the reports which have reached us whether the Pacific was lost by a collision with another vessel, or struck a sunken rock. Jelly thinks the ship was struck by another vessel. But in that event there would have been a crash of upper works which would have left no doubt as to the cause of the disaster. A dull sound only was heard. It was a bright starlight night, and the moon must have been giving considerable light at that hour. It is said that there were life-boats enough to have carried all the passengers safely. These boats were self-righting, and would not under any circumstances sink.

The particulars of the disaster have been discussed pretty freely to-day by nautical men and others. Two steamship captains of long experience made one statement bearing on the disaster of not a little importance. *They say that there is not a steamship sailing out of this port with a sufficient number of trained seamen to lower a boat from the davits properly. The proportion of able bodied seamen on board of all our coast steamers is reduced to a minimum. They are merely deck hands.* Premising that this statement may be true we can account for the loss of so many passengers on a quiet evening, near the shore, when the stars and a young moon were giving light enough to see the shore line. *The life-boats were abundant. But up to this time we know of only one passenger who was saved, and he was not saved by a life boat.* The ship floated for nearly an hour after she struck, thus giving abundant time to put everybody safely into the boats. The wonder is that under such circumstances a single life was lost. But if we may credit the account of Jelly, probably between one and two hundred people lost their lives. Such a result could not have been possible when a well trained crew were acting in subordination to superior officers. The life-boats would have been lowered safely and every person would have been embarked in an orderly way. The account of the disaster is so strange and so lacking in coherence, on account of the enfeebled condition of the survivor, that we may look for other particulars which will at least explain what is now in part inexplicable touching this calamity.

AT THE CHURCHES.—Special services were held at the Reformed Episcopal Church on Sunday, Bishop Cridge officiating. The gallery, pulpit and reading-desk were draped with crape. The services were very affecting. While singing the solemn 374th hymn the Choir broke down with emotion. Bishop Cridge preached a very impressive sermon from 135 Psalm, v. 6. The Bishop of Columbia made most feeling allusion to the wreck, morning and evening. Rev. Mr. McGregor at St. Andrew's Church, and Rev. Mr. Russ at Wesley Church, also preached sermons appropriate to the sad occasion.

THE steamer North Pacific arrived at the wharf at 2:15 p. m. yesterday with about 25 passengers 200 sacks flour, 66 hogs, 7 head of cattle, the mails and express, and a cargo of sundries.

THE body of the late Mrs. Kellar, a Pacific victim, will be sent to San Francisco for interment.

Latest from Cassiar.

The H.B.Co.'s steamer Otter left Wrangel at 3 o'clock on Wednesday and reached Victoria about 9 a. m. yesterday from the last trip of the season. She reports moderate weather and wind on the down voyage. The following is the passenger list: H. Gerke, G. Pritchard, E. Lenning, N. F. Foster, D. Ballantyne, C. F. Millar, Geo. Odin, J. Kirch, T. Barry, R. Hunter, J. Johnston, D. Cummings, J. Fay, S. McCartney, S. Evans and wife, Mr. Richards, R. Poole, R. White, A. S. Young, J. McDonald, R. R. Clark, C. Pond, S. Buckley, L. Hart, J. Billy, and 135 others. She had on board also about $100,000 in gold dust.

Mr. Johnston, the mail carrier, reports that he left Dease Lake on the 33rd Oct., and arrived in Wrangel with mails and express on the 29th of same month. Weather at Cassiar was good, considering the advanced date of the season. Nearly all the miners and others would leave in a day or so afterwards. The greater portion was leaving about the same date. The result of the season's work was generally satisfactory.

The DeLoire country will be the means of attracting a large population next season on account of the strikes during this season. It would be safe to say there will be more men in Cassiar next year than this. About 150 men will winter in the district.

The Stickeen closed for canoe navigation on the fourth ult. One party was caught in the ice. Supplies had to be sent there from Wrangel. By the aid of Indians they managed to keep down the bank of the river, and met the party sent out to their aid a few miles from the mouth of the river. Winter had partly set in at Wrangel. Snow a foot deep. Buck and party who were on the way down in a canoe had to return from Big Bend, being short of provisions. Times were lively at Wrangel. A large number of men are there awaiting steamers to carry them off to Victoria and Sitka.

ADDITIONAL.

Vitalle and party have gone down Deloire river to trap and prospect. About 60 men will winter on Dease Creek, 20 of whom were running tunnels and the remainder sawing timber. About 15 men were on Thiberts Creek and 50 on Mcdame Creek. Two men, overdue from Sayyea Creek, had not returned to camp. The mules are wintering at Wrangel. Some few will be wintered at Telegraph Creek.

Noble Conduct.

Mr. Goodhue, Agent for the O. S. S. Company's steamships at this port, on Monday last dispatched the steamship Gussie Telfair to Cape Flattery to search for living and dead from the Pacific's wreck. The Telfair was sent three days, and although she was not successful in falling in with any survivors from the wreck, the officers had the melancholy satisfaction of finding three dead bodies and restoring them to their friends. Before dispatching the steamship Mr. Goodhue was informed by several gentlemen that in case the Company made a pecuniary demand for the use of the ship while on her melancholy errand they would pay a *pro rata* of the expense, the agent agreeing to pay a share also from his private purse. Yesterday Mr. Goodhue received a telegram from the owners of the Gussie Telfair, approving of his course in dispatching the vessel, and informing him that the Company would not charge a single cent for the ship's services or those of her officers and crew. Such noble and humane conduct on the part of the O. S. S. Company will be heard with heartfelt gratitude by those who had friends on the Pacific; and the Company and Mr. Goodhue are entitled to the warmest thanks of everybody.

A MESSAGE FROM THE SEA.—A gentleman walking along Beacon Hill beach on Sunday picked up a piece of painted board (evidently a part of the Pacific's wreck) on which was written in pencil these words, in the position we have placed them:

S. P. Moody
all lost.

At first it was thought the inscription was the result of a heartless hoax, perpetrated by some person who picked the piece up on the beech, wrote the words, and threw it back into the sea; but the friends of the late S. P. Moody have identified the handwriting as his. It is supposed that when the vessel was going down he wrote the inscription on one of the beams of his state-room with the faint hope that the board would be found and his friends informed of his fate thereby. If such were his purpose it has been attained by the casting up of the fragment, after it had floated nearly 100 miles on the breast of the hungry sea, and reached the shore within sight of the deceased gentleman's home. The feelings of a man taking leave of life under such circumstances can neither be imagined nor described.

HOW WAS HE SAVED?—A telegram to the San Francisco papers from London, Ontario, on the 11th inst., says: "Conductor Frazer received a telegram from his brother, who was a passenger on the ill-fated Pacific, saying he had been saved from the wreck. He and Jelley were both from this city." If Mr. A. Frazer was on board the Pacific he was undoubtedly lost. He may have secured his ticket and backed out afterwards; but if he did so, we are unadvised.

STEAMSHIP ARRIVALS ON SUNDAY.—The steamship Los Angeles, Captain Charles Thorn, 4 days from San Francisco with 41 passengers and 130 tons of freight for Victoria, and 92 passengers and 80 tons of freight for Puget Sound, arrived on Sunday afternoon. She reports heavy weather.... The steamship Dakota, Capt. Morse, 4 days from San Francisco, with the mails, arrived at 5½ o'clock the same afternoon. She brought 52 passengers and 215 tons of freight for Victoria.

THE trunk of Mrs. W. Lawson, who, with her little boy, was lost on the Pacific, was brought across by the North Pacific and delivered to her friends yesterday.

SIR GARNET WOLSELY has arrived in London from the Cape. Sir Garnet has stated that he is convinced that Natal is capable of becoming one of the brightest jewels in the British Crown.

THE Nicaraguan ship Liguria, from Burrard Inlet to Callao, with a cargo of lumber, was abandoned at sea when 800 miles from the latter port. The crew have arrived at Callao.

Weekly British Colonist.

A large extra edition of the WEEKLY BRITISH COLONIST will be struck off today. It contains all the intelligence received during the past week from the wreck. We regret to say that what has come to hand holds out no room for the indulgence of a hope that any more lives were saved from the wreck.

THEATRE ROYAL.—This evening is set apart for the debut in our city of Miss Adele Leighton, a lady who comes with with the highest recommendations from the critics of San Francisco where she has just concluded a most successful engagement. Her wardrobe is said to be the most gorgeous and costly on the American stage, having been made to her express order by Worth, the celebrated "man milliner" of Paris. The class of characters she represents embraces the highest range of the drama, and during her stay we may look forward with pleasure to the production of capital plays, capitally acted. The piece selected for this evening is J. H. LeRoy's adaption of Gibbon's very dramatic novel entitled "For the King," which has been arranged with the express view of displaying to the best advantage the talents of the star in the *role* of Lady Madge. We predict a crowded house to welcome her.

IN SEARCH.—Mr. S. Moote, of San Francisco, whose young wife was lost on the Pacific, arrived by the Los Angeles in the hope of recovering the body. Capt. Gibson, representing the firm of Crane & Hastings, has also arrived to search for Mr. Hastings' body.

IDENTIFIED.—The body of the woman found in the Straits on Friday by the Oliver Wolcott is identified as that of Mrs. Joseph Hellmuth of Walla Walla, W. T., who, with her husband, was lost on the Pacific.

THE Portland *Oregonian* mentions the loss of Messrs. Herne and Bird by the wreck of the Pacific. Both gentlemen are in this city playing an engagement at Theatre Royal.

The term of the Supreme Court commenced yesterday; but only some Chamber business was transacted.

SEVERAL head of fine Kentucky stock were landed from the Dakota yesterday for J. D. Pemberton, Esq.

THE steamships Los Angeles and Dakota sailed for Puget Sound ports yesterday.

H. C. PAIGE, ESQ., general agent of Well, Fargo & Co., is in town.

W. U. TELEGRAPH.—Mr. Archibald has arrived to take charge of this office.

THE steamship Gussie Telfair is loading at Nanaimo for Portland.

Steamships Wrecked on the Victoria Route.

The route between San Francisco and Victoria has been an ill-fated one. The "Pacific" makes the fifth steamer that has been wrecked while making the voyage between the two ports within the last fifteen years. Two of them—that of the Pacific Mail steamer "Northerner," the first on the list, and the "Brother Jonathan—were attended with almost as great a loss of life as the "Pacific." But in each case the number of survivors to tell the harrowing details of the catastrophe were much greater than in the case of the vessel whose calamitous ending has so recently taken place. There is a singular sameness about the manner in which all of these vessels have been wrecked, as will be observed from the following recapitulation:

WRECK OF THE "NORTHERNER."

On the 5th of January, 1860, the steamer "Northerner" was wrecked on the rocks near Cape Mendocino. The vessel sailed from this port on her last voyage on the 4th of January, bound for Victoria, with a full cargo and a long list of passengers. The report of the disaster published in the "Bulletin" on the 14th January, the day on which the sad news of the wreck reached this city, represented that the "Northerner", under command of Captain W. L. Dall, struck a sunken rock, 5 o'clock P. M., at a point two miles below Blunt's reef. The ship swung off the rock instantly after striking, but the pumps being unable to keep out the water she was headed for shore and beached. By this disaster forty lives were lost. Among the number was a Mr. Bloomfield, the son of the Bishop of London; Mr. Glidewell, the Columbia river pilot, Mr. Barry, Wells, Fargo & Co.'s messengers, and a brother to Mr. Barry of the firm of Barry & Patten. The officer, a Mr. French, lost his life in heroically attempting to save the lady passengers, which he succeeding in doing, all save one.

The Northerner was built in New York in 1847, for the Charleston trade. She came around the Horn to San Francisco in 1850. Her registered tonnage was 1,013 tons. She was valued at $150,000, and was only partially insured. The mails were saved, but the treasure, amounting to $14,000, was lost. The point of rock on which the Northerner struck, according to Captain Dall's representations, was no larger than a man's head, and the jar was so slight that but few of the passengers had any idea of what had actually happened.

FOUNDERING OF THE BROTHER JONATHAN.

The steamer Brother Jonathan struck a sunken rock off St. George's Point, eight or ten miles north-west of Crescent City at about half-past one in the afternoon of the 30th of July, 1865. She sunk in forty-five minutes afterward, carrying with her the greater number of her passengers and crew. Among the lost were Brigadier-General Wright and Lieutenant Waite, both of the United States Army, James Nesbit of the "Bulletin," and J. S. Geddes, of the firm of Boswell & Geddes. The cargo of the Brother Jonathan was valued at $150,000, and the vessel at $100,000, on each of which there was a partial insurance. The ill-fated vessel was bound Victoria, Vancouver Island, via Portland, at the time she was wrecked.

WRECK OF THE ACTIVE.

The next disaster on the list of those occurring on the route between this port and Victoria was that of the North Pacific Transportation Company's steamer Active, which sailed from San Francisco on her last voyage on June 4th, 1870. About 2:40 in the afternoon of the following day the vessel got among the reefs off Shelton Cove, Humboldt county, during the prevalence of a dense fog. All the passengers, most of the baggage and considerable of the cargo was saved, but the vessel herself became a total wreck, incurring a loss to her owners of about $50,000. The Active was built in New York in 1849, and had been brought to this coast soon afterwards, and was for a long time employed by the Government in the coast survey service.

LOSS OF THE PRINCE ALFRED.

The next on the list, the Prince Alfred, was lost during a fog on Duxbury Reef. The Prince Alfred was built at Dumbarton, on the Clyde, in 1854, and registered 872 tons. She was built of iron in three supposed-to-be water-tight compartments. She came to this port on the 6th of June, 1870, from ports in Central America, and was soon after purchased by Rosenfield & Birmingham and placed in the Victoria trade. The vessel and cargo were a total loss.

NOTICE.—In consequence of Mr. J. L. Jungerman's advertisement that he is about to close out his business shortly, I would herewith respectfully solicit the patronage of his former customers, here as well as up-country. Should they choose to patronize me with their work, I will promise them the strictest attention, combined with the most reasonable prices for firstclass work; and, as I am not leaving the business nor the country, they will have the full benefit of my guarantee for work done or goods sold. A very elegant assortment of watches and jewelry always on hand. See my general advertisement.
G. W. A. LANGE, Watchmaker, Victoria, B. C. *,*

NOTICE.—In regard to Mr. G. W. A. Lange's advertisement I wish my customers to understand that I did not authorize him to use my name, and if any transfer their custom to him it will be at their own risk.—J. L. JUNGERMANN. *,*

PHILIP JAMES, M. D., Physician and Accoucheur of 45 years' experience, offers his services to the inhabitants of Victoria. Extracts Polypus and Cancer without the use of the knife. Rheumatic pains cured in one hour. Pandora street, above the Synagogue.

Mrs. James presents her compliments to the ladies of Victoria as a practical Midwife of 20 years experience. *,*

FELL'S COFFEE, superior to any other manufactured on the Coast, may be obtained of all respectable dealers throughout the Province. *,*

Insurance.

DISTRIBUTION OF PROFITS, 1875.

SPECIAL NOTICE.

The next Division of Profits will be made among Policies in existence at 15th November, 1875, and all who assure on or before that date will rank for a year's bonus on that occasion.

THE STANDARD
LIFE ASSURANCE CO.,
Established 1825.
GOVERNOR:
HIS GRACE THE DUKE OF BUCCLEUCH AND QUEENSBERRY, K. G.
Head Office, Edinburgh, 3 & 5 George St.

THE FORTY-NINTH ANNUAL GENERAL Meeting of the Company was held at Edinburgh on Wednesday, the 28th April, 1875, when the following results were communicated.

RESULTS COMMUNICATED IN REPORT BY THE DIRECTORS.

Amount Proposed for Assurance during the Year 1874 (2001) Proposals	£1,342,933 18 0
Amount of Assurances accepted during the year 1874 (1671) Policies	£1,088,665 18 0
Annual Premiums on New Policies during the year 1874.	£35,891 17 1
Claims by Death during the year 1874, exclusive of bonus additions	£336,644 7 11
Amount of Assurances accepted during the last five years	£5,720,284 19 10
Subsisting Assurances at 15th November, 1874, (of which £986,103; 12s. is Reassured with other offices)	£17,779,362 2 6

REVENUE, £738,111 19s. 9d. per annum.
ASSETS, £4,821,005 17s. 10.

A Full Report of the proceedings at the meeting and all further information may be obtained on application at the Agency of the Company.
SPENCER C. THOMPSON, Manager.
D. CLUNIE GREGOR, Secretary.

BRITISH COLUMBIA—VICT. BOARD OF DIRECTORS
J. F. McCREIGHT, Esq., Barrister, M.P.P.
A. J. LANGLEY, Esq., J.P.
WILLIAM BAINES, Esq., Merchant.
C. S. JONES, Esq., Accountant Bank British Col.
MEDICAL OFFICER—DR. JAMES TRIMBLE.
Agents and Secretaries to the Board—
se12 2m2p STAHLSCHMIDT & CO.

TUITION.

A LADY WILL BE GLAD TO RECEIVE a few children between the ages of 7 and 12, to educate with her own family. For further information inquire of MRS. NEWTON,
au18dw* Katesey, Fraser River.

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At Cost Prices!
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